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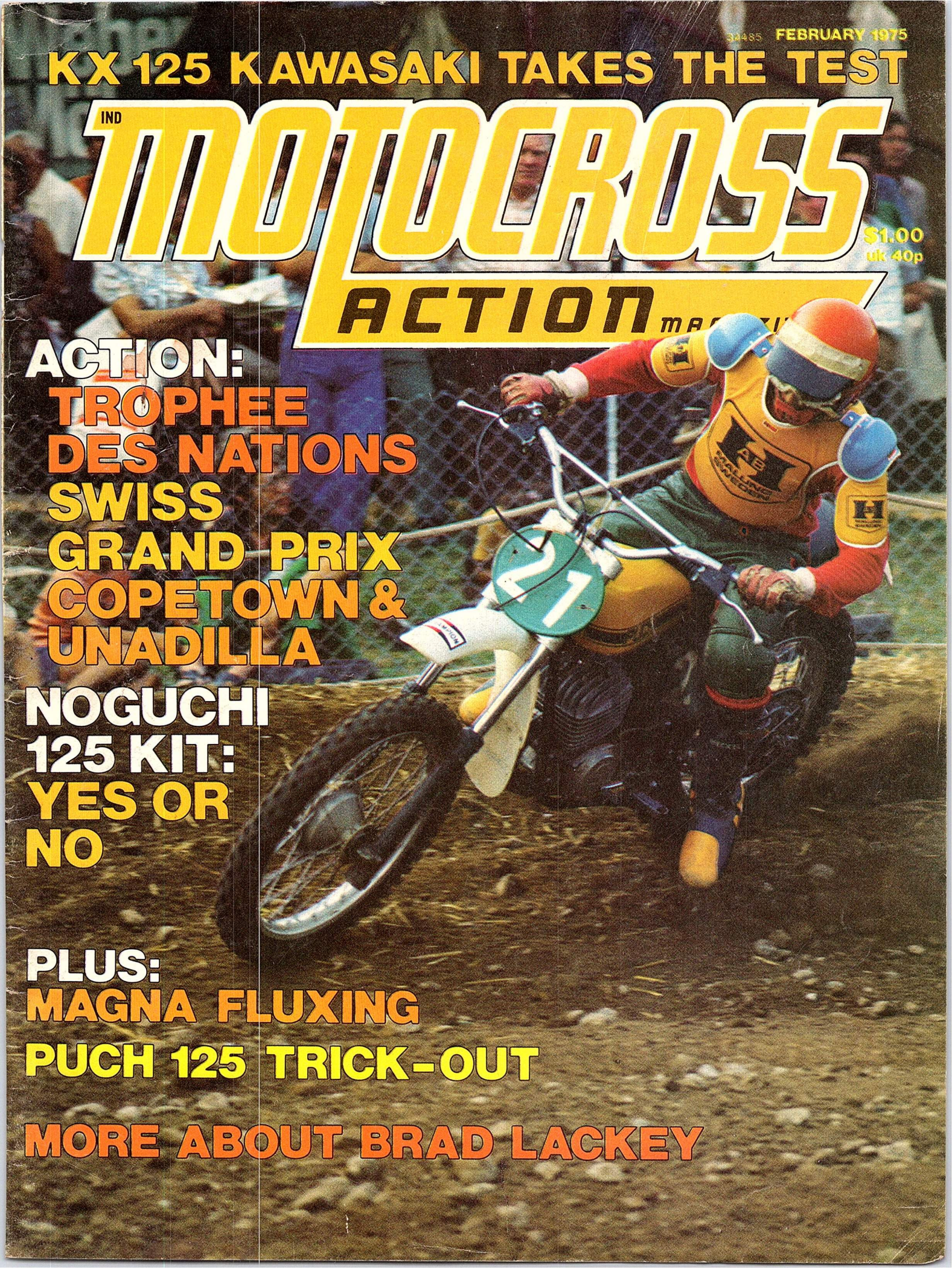

ACTION:
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DES NATIONS
SWISS
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YES OR
NO

PLUS:
MAGNA FLUXING
PUCH 125 TRICK-OUT

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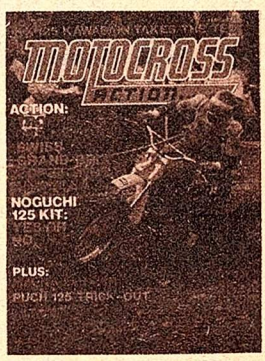


COVER: Swiss spectators (*Motocrossus epicurus*) observe the winning style of young Belgian Harry Everts from the comfort of a trackside cocktail lounge. Photograph by David Maltais.

MOTOCROSS ACTION, (February 1975) published monthly by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions $7.50 per year. Canada $1 additional for postage. Foreign $2 additional for postage. Copyright © 1975 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self-addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, CA 91408 and at additional mailing offices. MOTOCROSS ACTION MAGAZINE, P.O. Box 317, Encino, California 91316.

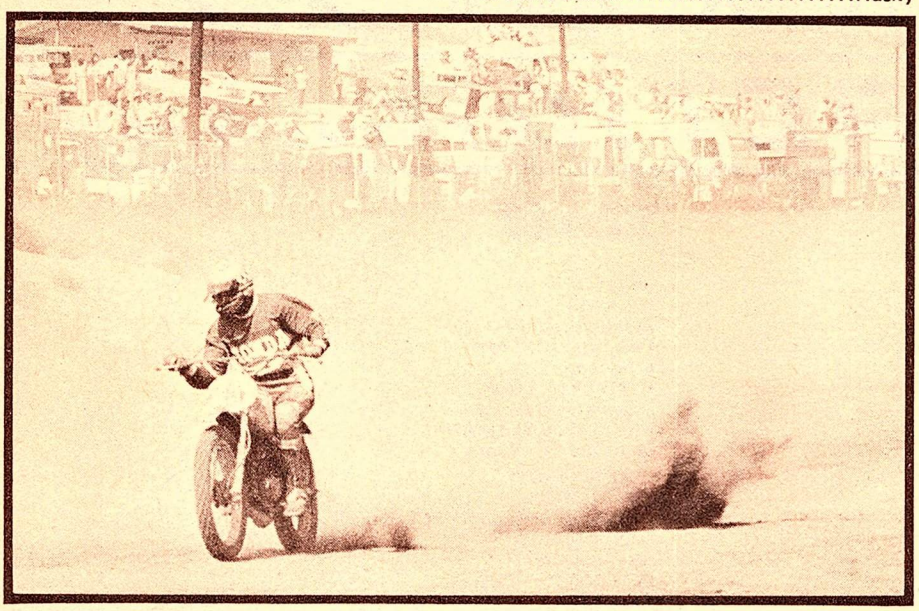
RESULTS

SCORE'S "A-C DELCO WORLD CHAMPIONSHIP" OFF-ROAD RACE

Class 20 – 0-125cc
1. Bruce McDougal ..... Honda
2. Dewayne Jones ..... Can-Am
3. Mickey Quade ..... Husky
4. Jack Boles ..... Monark
5. Dick Milller ..... Honda

Class 21 – 125 to 250cc
1. Ken Zahrt ..... Bultaco
2. Al Baker ..... Honda
3. Jack Johnson ..... Yamaha
4. Ray Topham ..... Maico
5. Scott Harden ..... Husky

Class 22 – Open Bikes
1. Jim Weinert ..... Kawasaki
2. Mitch Mayes ..... Husky
3. Tim Hart ..... Yamaha
4. Bryar Holcomb ..... Maico
5. Steve Subith ..... Husky



ON THE MAINJET

By Dick Miller

It was billed as the "A-C Delco World Championships" of off-road racing and it was Mickey Thompson's second annual SCORE race at Riverside International Raceway. It wasn't supposed to be a motocross, but it sure wasn't the desert. What was billed as a 3.8-mile course turned into a much shorter one because of complaints from the car drivers that it was too rough.

If you read last month's MXA and *happened* to read my column, then you already know the circumstances involved with me leading into this race. To refresh your memory, Preston Petty had entered and I said that I would set up my bike for him. He called a couple of days before the race and explained why he couldn't make it. He wanted me to ride instead. I won't go into the hassles again that Al Baker and I went through getting ready, because I covered it last month. We finally got our act together and headed for Riverside Raceway, towing a trailer behind my van full of spare parts and the race bikes. We even threw in Al's dog, Checkers, for good measure.

I hadn't seen the course yet, since I didn't figure on riding, but Al rode it on press day so he knew what to expect. What he found when we got to the track was a different course than what he had practiced on. Neither of us knew what gearing to run at this point, so we would have to wait till practice. That was happening in ten minutes. We hustled to unload the bikes and didn't bother with leathers because there wasn't time. Every class of vehicle had its own scheduled time for practice. All the bikes practiced together. Our practice was late getting started, so we waited. They finally flagged us out onto the track and we got two laps around the course and we were flagged off. At least they were on schedule for the end of our practice.

My two laps around told me that I was geared too high for the course, so as soon as I got back to the truck I tried to figure out what gearing to use for a course that I barely had gotten a glimpse of. Al was in the same boat because the course was now shorter and different than when he practiced on it during press day. I had to compromise on what I thought I'd need for gearing because I didn't have a large enough selection of sprockets.

The course was watered all night to try to keep it moist for racing. When we lined up for our practice session before Saturday's qualifying race, 7:30 in the morning, the same problem arose. We were held there to allow them to do something to the track, yet when we got out on the course we got a couple of laps and then were flagged off so the next practice class could start on time. Our race time was set for 12:30 p.m. It seemed that the bikers weren't getting the same treatment as the cars.

The course was a man-made affair that wound around the perimeter of the asphalt race track. We crossed the asphalt several times and used one of the turns for part of the course itself. There were telephone poles planted in the ground at 45-degree angles to the direction of the course. Not so bad on four wheels, but if you've ever tried to jump a wet log, without hitting it straight-on, you'll understand the problem they caused for a bike. There were several sections of man-made whoops thrown in to make it interesting, and the fastest section of the course was the off-camber straightaway that paralleled the regular raceway retaining wall. It had ice plant as a base before the race course was directed over it. Now it was pretty slick from all the vehicles running

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over it and there was a cobblestone surface in several spots. A bike could reach speeds upwards of 80 mph on it, if you had traction and the gearing.

Our race on Saturday was supposed to be a half-hour race which would determine our starting position for Sunday's hour race. It would pay one-fifth of the purse to Saturday's winners and the rest of the purse would go for the Sunday race.

When we lined up it was decided by the riders that we would start five abreast and from a standing position on the asphalt sweeper near the grandstands. The cars used a rolling start and started before this point on a long straightaway. They divided us into our classes with the front rows for the open bikes and on back to the small-bores. There would be a 30-second interval between the classes as we left the line.

When the 125s took off I was in the second row, and as we came off the asphalt sweeper the first bikes kicked up a cloud of dust that slowed the rest of us down. I

Continued

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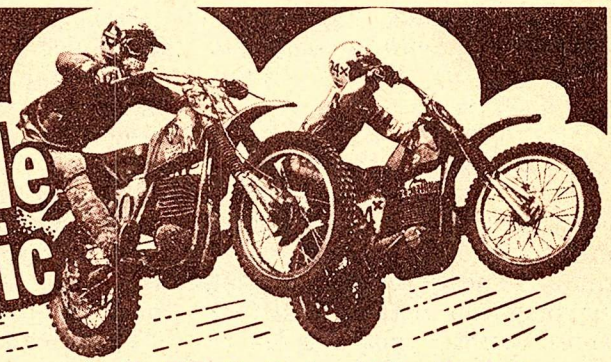

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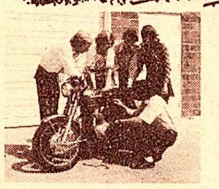

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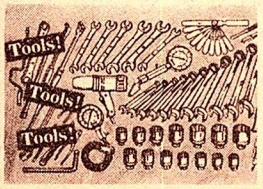

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BAZ-S BOX

by Paul Boudreau

(Bazzer's note: Cards and letters are pouring in for the Official Bazzer's Boots Contest. You still have time to mail your entry. Don't delay! All entries must be in by the end of January. And-a now, on with-a da show.)

Once a year, whether I need it or not, I treat myself to a motocross school. There's always something to learn: a trick way of turning, a neat idea for making your bike run better, a diet or exercise secret — plus it's fun to get away for a few days and pretend you're a pro in training.

So a couple of weeks ago I turned to the classified ad section of *Cycle Snore*, the local bike weekly, and scanned the ads for motocross schools and instructors.

Hmmm: "Bengt-Lars Bjortshoj's International Training School. We'll teach you to ride like a 40-year-old Swede. $300 for one week." Naw, too conventional. Besides I already ride like a little old lady.

Hah! Check this one: "Learn to race in Hawaii. John DeFloato's Luau of Motocross. Discover the secrets of the 'Flying Rutabaga.' $1500 four days, three nights includes air fare." Boy, when ol' John does something, he does it with style. Style I got. Money I ain't got.

Wait a minute: "Motocross through meditation and inner peace. Swami Snatchadamoto knows all, tells all. $20 per lesson." Pass on that. Tried it once and didn't like it.

Hello, what's this? "E-Z Learn Motocross School. Cut-rate prices. Save on mid-winter lessons. Reg. $15, now only $7.50. Larson E. Whipsnade, Instructor." Now that sounded like something I could handle. I'd never heard of this guy Whipsnade, but at $7.50 a hit I figured I couldn't go wrong. Hot dog.

The next day I went down to the official MOTOCROSS ACTION garage, loaded up my equipment and a test bike and headed out to the address noted in the ad, which turned out to be a vacant lot in Culver City.

I was just about to recheck the address in *Cycle Snore* when I noticed what looked to be an old tool shed off in one corner of the lot, with an ancient Suzuki Savage propped up against one side. Hmm, said I, maybe dis is de place.

Picking my way through the abandoned stoves and refrigerators littering the lot, I approached the shed and discovered a faded freeway construction sign which had been painted over in large, dripping red letters, "E-Z LEARN MX SCHOOL," and in smaller but equally drippy letters, "Larson E. Whipsnade, Inst." I knocked on the door.

From within came the sound of a chair tipping over, the startled mutterings of a man rudely awakened from his morning snooze, and the clink of a great many glass bottles. Presently the door opened a crack and a round, balding head with a bulbous red nose and narrow, beady eyes stuck itself out and glared at me, growling, "Who are you?"

"I'm the Bazzer and I'm here to take a lesson."

His face immediately broke into a large, Ralph Williams grin as he flung open the door. "Ah, yes indeed! Welcome to the E-Z Learn School of Motocross. Allow me to introduce myself. Larson E. Whipsnade. I am the abecedarian of the institution, the, ah, *chef gerant.* My card." He produced a thin, dog-eared card from his pocket. I couldn't make out what it said through what looked to be tea stains, but didn't have time to study it further, as he snatched it back and replaced it in his pocket.

"You made a wise choice coming here, my boy," he said, putting his arm around my shoulders and walking me to where the decrepit Savage lay decomposing against the side of the shed. "At E-Z Learn we turn beginners into experts, novices into pros, and polish fine riders, such as yourself, into world champion competitors. All for the whiffling fee of $7.50, ah, payable in advance," he added out of the side of his mouth. I gave him ten dollars.

"Ah, a ten-dollar bill. A sawbuck. Haven't seen one of these since I was a banjo stringer in Philly." He turned the bill over several times, folded it, kissed it and tucked it in his pocket with the business card.

"Could I have my change?" I asked, feeling a little uncomfortable.

"Change? Ah yes, change. I have it right here. Let's see, you gave me ten dollars. There's two quarters to make one dollar. One and eight is nine. Here's a one-dollar bill, that makes ten. Here's your change." I took the change, stared at it for a moment, then tucked it away, thinking I had somehow missed something in the transaction.

"I notice you've been admiring my *motocyclisme,*" he said, giving the Savage a gingerly pat on its greasy, dented tank. Gaping at it, yes, admiring it, hardly. It looked to be about a 1969 variety, with a 19-inch front wheel, worn-smooth trials tires, a Gyt-kit pipe with no silencer and a great tangle of electric wire with little light bulbs and a couple of cable housings popping out stuffed behind the square front number plate. Rust and corrosion seemed to be at war over control of the bike's metal parts, while the tires were entering the third and final stage of blue mold. The machine was biodegrading right before my eyes.

"A fine racing motorcycle," he went on. "Built it myself using the latest. . ."

He was interrupted by a little

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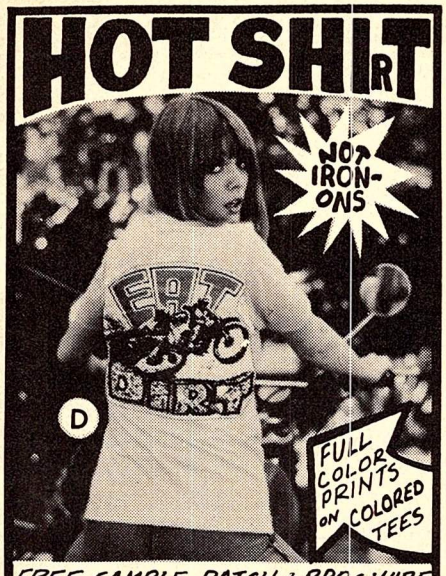

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MAINJET *Continued*

could see the number one bike in our class as he came out of the dust at the first left-hander in the dirt. He was about ten feet in the air and he wasn't on his bike. He bounced across the track as his Can-AM was doing cartwheels toward the fence, and effectively slowed the group of us that were following. He had hit a hole in the turn with no dust, so needless to say, the rest of us were a little cautious because we couldn't even see.

Before making a whole loop of the course I knew my gearing choice wasn't too good, because I was still too high and had to slip the clutch out of the corners. They shut our race off in 20 minutes instead of the 30 that we were told. Bummer.

Meetings were held that night to figure things out using the rider representatives as mediators. At the riders' meeting Sunday morning the whole group was told what the rider representatives and the SCORE officials had worked out. Then it was all disregarded, right before we raced.

Continued

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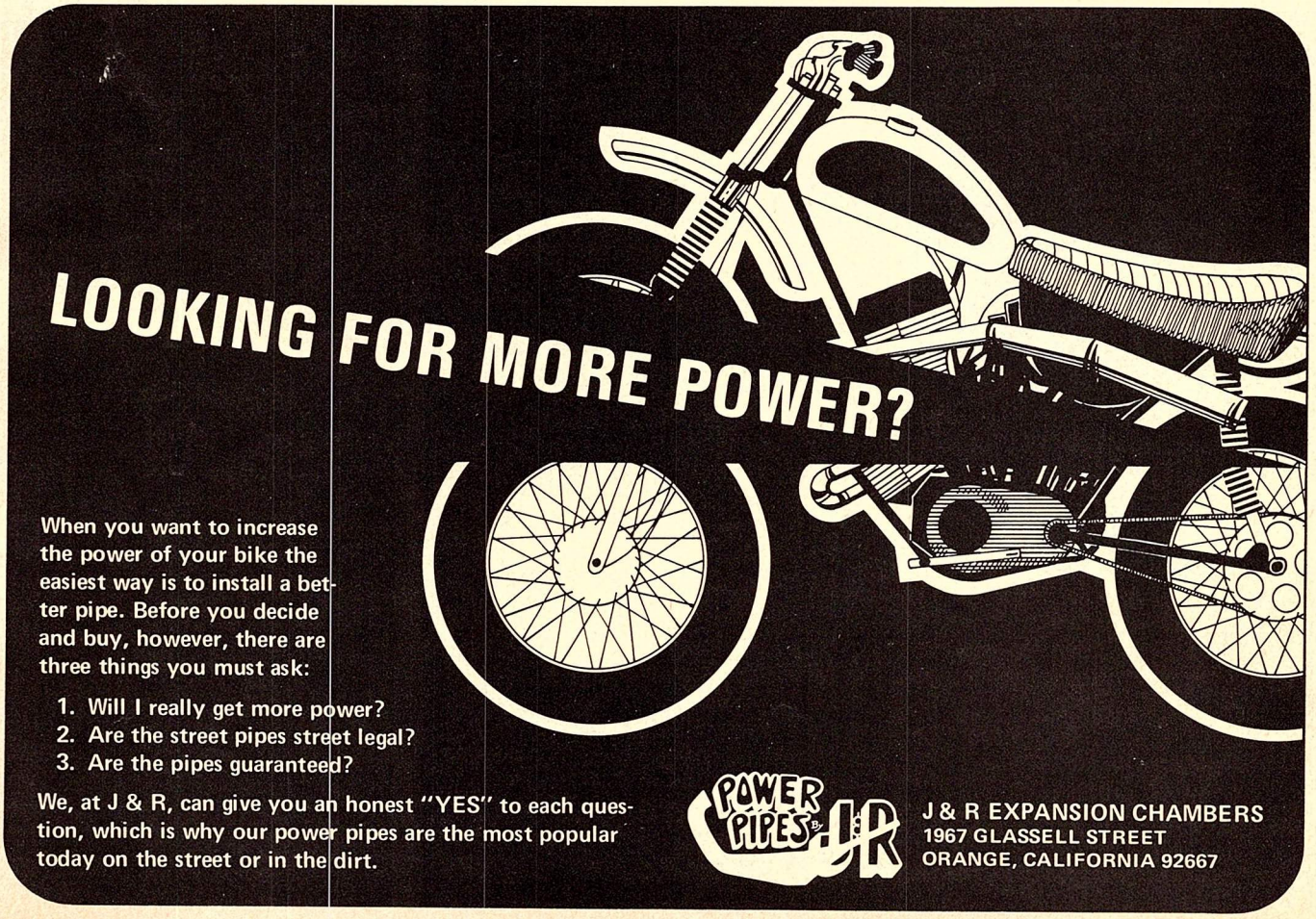
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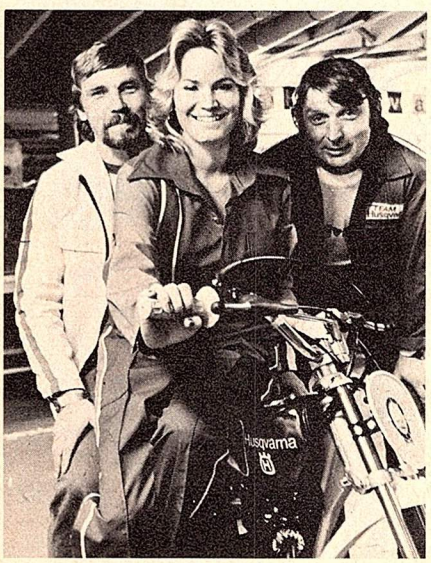
DIRT

By Holbert Holquist

Barbara Baker took on a new name a while back. That might not mean anything to you, but it did to Mike Runyard, because it was his name that she took. They were married recently in Anaheim, California, with the reception and lots of bubbly at the Disneyland Hotel afterward. The 22-year-old Suzuki pilot started out last year winning the overall 500cc class title for the Winter-AMA series in Florida. Let's all watch Mike carefully this year. Will married life slow Mike down? Bets, anyone?

* * *

When Heikki arrived in the States after winning his first World Championship, the employees at Husqvarna East held a victory celebration for him and presented him with a mini-cycle modeled after his GP bike (it's a four-stroke XR something).



They gave Pelle Persson, Heikki's mechanic, a stereo system for his van to make trips to and from the races much more enjoyable. From what I've heard, Pelle doesn't really need the stereo system to make his trips more enjoyable, as he's been building a "championship reputation" of his own. That's all I'm saying.

Cheryl Gatchell is the foxy Husky employee between the two. That didn't sound right, did it? (No, it didn't — *ed.*)

* * *

More and more promoters are starting night motocrossing in areas where the heat and weather conditions make for poor racing during the daylight hours. When the weather gets good they race in the daytime. Such is the case with Meyer Speedway in Houston, Texas. Don Rainey is heading up the racing events for Speedway pres Ed Hamblen, and has been getting a lot of help from the local experts. Yellow lenses don't cut it at night! Just thought we'd let ya know.

* * *

MOTO 73, a Dutch motorcycle magazine, is sponsoring a four-man team for the Daytona National event and they offered interested readers a tour on a chartered 707. It was filled within a few days. It looks like Karsmakers is going to have a home town cheering section also. The crowds for the Daytona motocross rival the road race event.

* * *

We can't help but wonder what's happening with the Zundapp people and their super, super-fast 125 that they have been dominating the World Championships with. The factory has been running it for a couple of years now and has been running away from the competition, yet we don't see anything for the consumer market. Strange, those West Germans.

* * *

Past Trans-AMA champions since the series started in 1970 are: 1970, Dave Nicoll, England; 1971, Sylvain Geboers, Belgium; 1972, Ake Jonsson, Sweden; 1973, Adolf Weil, West Germany.

Two of the Husky guns in the Trans-AMA series shot each other down during practice early in the series. When they tangled, Grossi's knee was injured and Semics

Continued on page 12

BAZ'S BOX *Continued*

kid about ten years old tugging on his pant leg. "Hey mister," he bleated, "are you Larceny Whipsnake?"

"It's not Larceny," my instructor glared down at the boy, "It's Larson *E.* And it's not Whipsnake, it's Whip*snade!* Now go away, you bother me."

The kid threw a fit. "But I wanna learn motocross! I wanna learn motocross!" he screeched.

"Oh yeah?" Whipsnade was unmoved. "Ya got seven-fifty?"

"Yep, right here." The kid produced a sack of what looked to be the fruits of a year of collecting empty bottles and rifling dresser drawers. He plunked it down on the seat of Whipsnade's Suzuki, causing a fender to fall off.

"Very well," said Whipsnade, scratching his chin and eyeing the sack suspiciously. "We'll start with physical training. You two run around the field while I, ah, adjust my spokes."

As we jogged off through the maze of rusted springs and old tires, I giggled to myself at the tinkling sound of pennies and Whipsnade's gruff voice mumbling, "One, two, three, four. . ."

We returned in a while, me with a torn pant leg from the sharp edge of an overturned washing machine and the kid with a neat old headlight off a 1949 Packard. Whipsnade was just finishing up adjusting his spokes: ". . .seven hundred forty-seven, seven hundred forty-eight. . .you little demon! You shorted me two cents! I've a mind to expel you from this academy with a severe reprimand. However I'll consider your age and accept it as an oversight. Now, to the training table for a little *repast.*"

We entered the shack following Whipsnade, who went to a cupboard and produced a large jar of peanut butter and a box of saltines and placed them on a milk crate. "Dig in, students. To be a motocross champion you must eat a hearty, well-balanced meal."

He extracted a damp tea bag from his business card pocket, dipped it in a cup of water, wrung it out in another cup and replaced it in his pocket. "Tea?" he inquired, raising his little finger

Continued on page 10

MAINJET *Continued*

The bikes were the last to practice on Sunday morning, 8:30-9:00, and the course was a mud puddle. Our race was scheduled for 1:00, so we knew that the course wouldn't be anything like what we would practice on. It didn't matter anyway, because we got screwed on practice again and got two laps.

At the riders' meeting it was requested and resolved that they would not water the off-camber straightaway because of the traction problem for the bikes. It was also determined that we would get a practice lap before our race so that we could check the course, due to our practice session being so far before the race time.

We were lined up in rows that were determined by our finish position in Saturday's race. We would all go as a group when the flag dropped. I was back in the seventh row of the five-across rows. McDougal was in the third row and was the highest placed 125. A funny thing, the Can-AM rider who got off so hard at the start of Saturday's race was two

Continued

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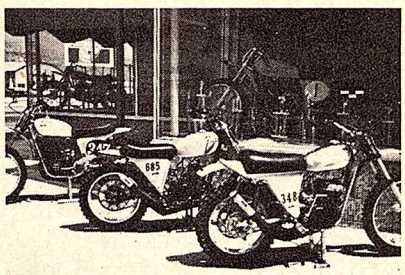

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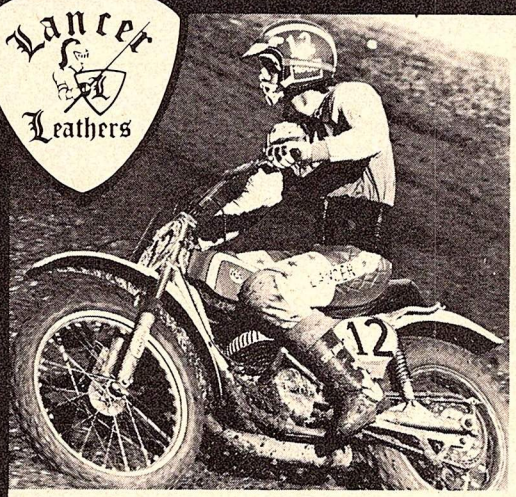

JIM POMEROY should be 50% cooler this season in this new Pomeroy style M-X leathers, by LANCER LEATHERS. They are designed to let out body heat and let in fresh air without loss of protection. Pants are equipped with space age plastic knee cups, padded hips, lined, lightweight leather, sewed with polyester thread. Put this all together and you have the HOTTEST, we mean the coolest, set-up going.

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GOTCHA

To follow up on our recent phone conversation, believe me my face is indeed very red. I wish to apologize to you and your editors for using photos and stories from MOTOCROSS ACTION Magazine without your permission.

Diana "Di" Saggau
Promotion & Public Relations Director
KOIL Radio
Omaha, Nebraska

GOTTUS

Some guys can really fool their sponsors but Rich Thorwaldson takes the cake! Imagine riding for Team Suzuki on a Yamaha monoshock as was pictured in October MXA, page 48.

Martin Wfo, Jr.
Placentia, California

I think you need to drop your caption editor into the sheep tank again. On page 39 in the September issue, that's Scott Jordan, not Bryar Holcomb.

Glenn Dial
Saratoga, California

You BLEW IT!
Chris Iacuone
North Hollywood, California

Page 48 has two pictures with the wrong writing underneath them.

Larry LeBeau
Anaheim, California

OH, TERRY, WHAT YOU SAID

Since Heikki Mikkola became the World Champion, I demand to see a picture of Terry Pratt eating a copy of the August issue for being a fool and leaving out Mikkola's name as a probable champ.

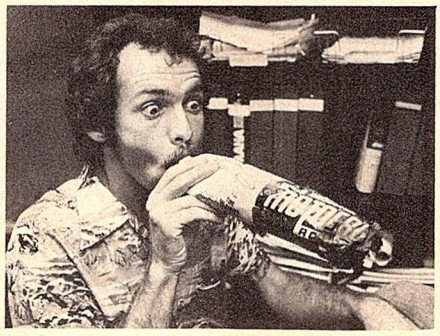
Glen Munyan
Las Vegas, Nevada

I am really looking forward to the picture I am sure you will be printing of Terry Pratt eating the August issue of MXA. Try a little catsup.

Paul Smutz
Zwolle, The Netherlands

Good eating, Terry.

Gordon Lindsay
Heisson, Washington



It wasn't till after Terry wrote the article that Mikkola switched from 250 to 500. We made him consume the issue anyway, but since he was on his Tibblin training diet, instead of eating it, he smoked it. After finishing off the giant joint, Pratt commented: "Uh, that was the best magazine I. . .what?"

MXA SUCKS

I feel the quality of your magazine has declined to the extent that I would no longer buy it if I were not a subscriber. Your tests on new motorcycles are plagued with biases and reliances on old wive's tales about certain bikes and brands. Your failure to consider short-term reliability of test motorcycles and parts availability makes your test reports worthless as buyer guides. Much of your magazine is filled with race coverage that is so old that it is no longer news. Why read your three-month-old coverage when I can read a hand-me-down *Cycle News* that has coverage only one or two weeks old? Why not leave news coverage up to the newsmen?

Such fictional-humor columns as Baz's Box provide nothing but a sedative for anyone beyond pre-adolescence. Letters to the magazine can be excused but such garbage from so-called professional writers? How about cutting us all a break?

Charles G. Lindsay
Sarver, Pennsylvania

MXA AS THE HAPPY HOOKER

You guys really did me a favor. I was sitting in English class reading MX ACTION. Suddenly the chick that sits behind me (Whew! Pant! etc.) strikes up a conversation about bikes. She asks what I ride. Being the honest sort, kinda, I decide to tell her the truth. "Oh, I got this sheetmetal frame '68 Kawasaki 90 with 16-inch wheels and Turfsaver tires." Turns out her brother has a KX-250. Since your rag got me acquainted with a lady, thanx.

Mike Smith
Oceanside, California

*

BAZ'S BOX *Continued*

ever so slightly. We accepted, as the saltines had made us very dry. Whipsnade then settled into a dilapidated armchair and went about nursing the contents of a large thermos.

The training meal over, we filed outside for our first lesson. "In the immortal words of the great motocross champion Pheneous Rhineshtoop," intoned Whipsnade as he strapped on an old porridge bowl helmet, " 'Style is everything.' To become great you must have a certain *panache*, a little *distingue*, if you will. Observe."

Much to my horror and amazement, Whipsnade grabbed the crumbling Suzuki, swung his leg over and gave it a kick. Much to my further amazement the damn thing started, although it ran with more of a clang than a ring. As he mercilessly wicked the throttle, fluids and vapor spewed from every crack and orifice. Nuts and washers spun on their bolts. Screws backed in and out of their screw holes. Spokes danced like flaccid ukulele strings. Avalanches of dried mud and debris rained down from under the gas tank and fenders as the motor rose to the pitch of a sustained freight train derailment.

With a lurch he was underway, making two circuits around the shed, the last time grabbing the sack of pennies. Signaling a left with his arm straight out holding the sack, he turned down the main road, shouted over his shoulder, "Thus, I conclude my lecture!" and disappeared over the hill. Then it finally came to me: he'd short-changed me a dollar! *

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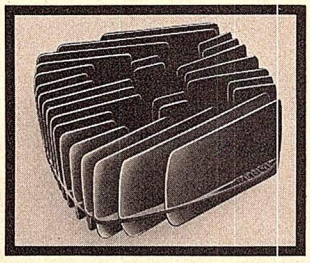

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MAINJET *Continued*

rows in front of me. Neither John Rice nor I could figure that one out, because we diced together during the whole race and he never came by either of us.

We didn't get our practice lap as promised, and they watered the off-camber, which they promised they wouldn't.

I knew it was going to be a major, up front, when they dropped the flag, especially with me being in the seventh row. I tried to talk myself into cooling it until things got sorted out in the first couple of turns. Mayes, Weinert, Baker and Zahrt jumped off the line at the drop of the flag, with the rest of the pack close behind. As I had anticipated, the pack got all tangled up in the first two turns on the dirt, one of which was a hairpin. I snuck along the fence and by the third turn had passed the first five rows. McDougal was in sight in front of me, and pulling away, I might add. His Honda had some horsepower over my conservative Baja engine, not that it would have made a difference. I figured that I was

Continued

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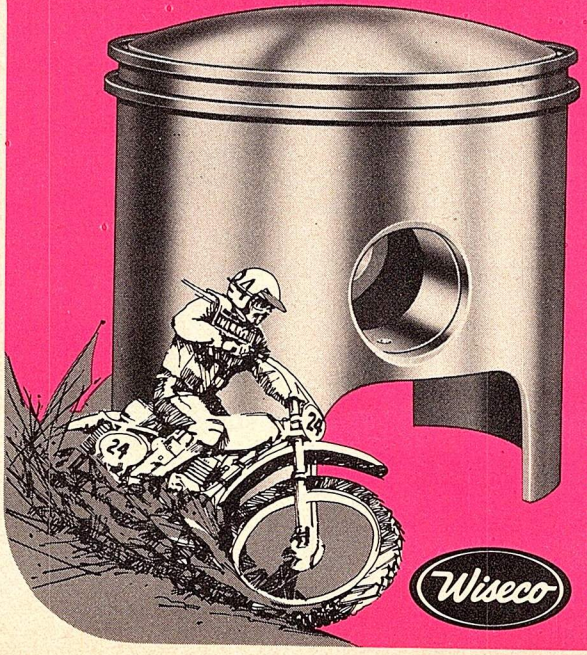

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WRENCH WRACING

By ARDIMOS MIERSTEDT

WOLSINK'S TM400

I read in another magazine that Gerrit Wolsink ran a TM400 engine, with some modifications, in his factory Suzuki. Since I would not believe any of these street riders who wrote the article, I decided to ask some true motocrossers. Does Wolsink run a slightly trick Cyclone engine?

Scott Holle
Marysville, Kansas

When Gerrit first switched to Suzuki he couldn't get used to the radically pipey 370 preferred by teammate DeCoster, finding more favor in the smooth, torquey Maicos he rode last year. Suzuki therefore prepared a machine utilizing a production 396cc engine with factory touches. Team Suzuki will be trying some new 360s in the Trans-AMA.

THE BUSINESS OF BERMS

How do you go through a berm fast? For some reason no matter how I go through I either dump it, go over the top or come out last.

Last Place Charley A.
Buena Park, California

Technique in the turns is what wins races, since everybody goes about the same down the straights. If you go to a Trans-AMA race, watch the Europeans, especially Bengt Aberg. His form against a berm is the finest. He enters the turn very fast, touching the berm as soon as possible at its very beginning. Then, at the apex of the berm, he leans the bike over at an outrageous angle, sometimes dragging his handlebar in the dirt, but always keeping his body in line with the bike, and gasses it out. You must keep your eye on him because it happens very quickly. Turning in this manner takes a great deal of confidence, something only achieved through practice. If you come in fast enough but don't lean it over far enough, you'll go over the top. If you lean it over far enough but come in too slow, you'll fall down. If you get everything right, it's almost impossible to crash and you'll go through faster than a hound can lick a skillet.

THE TRUTH ABOUT COTTER PINS

How come some bikes have cotter pins holding the axle nuts tight and some don't?

Gerald Woo
Pogen, Wisconsin

There are two schools of thought about cotter pins. Most Japanese manufacturers use cotter pins as a safety precaution to secure the axle nuts. But sometimes, when the wheels are fitted to the bike, dirt may get between the spacers, or while in use the spacers may collapse slightly or the axle may stretch. This will cause the axle to come loose even though the cotter pin is in place. The cotter pin tends to provide a false sense of security and the rider will overlook checking his nuts between motos. If there's no cotter pin, the rider will be more inclined to check them. What I do is tighten the axle, then slip a short piece of wire through the hole in the axle and twist the ends together. This way I can check the nut and adjust the chain without messing with a cotter pin, but there's still something there to keep the wheel from falling off should the nut work loose. *

DIRT *Continued*

cracked his elbow. Even so, Husky had a lot of firepower left over.

* * *

Speaking of Husqvarna, we had occasion to attend their first-ever press showing of the new models. Husky's got some trick bikes for '75. They had a cutaway of the Girling gas-oil shock that is standard equipment on the new frame models. Very simple unit and very light. Rubin Helmin, the factory design engineer, mentioned that it was the same shock that Heikki used in several Grand Prixs. In fact, the bike that Husky is releasing is virtually a "works replica." Husky seems to think there is going to be a lot of 175cc motocross, and that their new model is just the ticket. We'll see. Every time we see a 175 "big brother" model to a brand's 125, we can't help but wonder how many will pop up in the 125 class.

* * *

Hey you guys, girls, whatever. Some of the promoters and racers are going to need some help, and if they don't get it, we're not going to be able to get within a mile of the pit areas of the big races. Some of the people around you are ripping off the riders and mechanics of their belongings, plus whatever isn't tied down around the track. I take it back, they're even taking what's tied down.

At the Copetown GP, Gerrit Wolsink had all his jerseys ripped off between motos, and they had to announce on the P.A. system for the return of at least one so that he could race. "One" showed up. The next time you ask some rider for his autograph and notice some reluctance, you might keep in mind some of the shabby treatment he's getting at the hands of his followers.

The banners and pennants, etc., that decorate a track cost the promoter money, and if they keep getting ripped off, they won't bother. If you want to help the sport grow, how about speaking up when you see this sort of thing happening in front of you. Especially if you happen to weigh about 230 pounds and look mean. *

MAINJET *Continued*

really styling as I came around the course heading into the second lap. On the first lap I had taken the off-camber section -- which was really slippery — down low, so I was going to do the same for the next lap until I saw that several riders were going high next to the wall. I followed. As I came over a crest at the top of the off-camber, I was wound out in fifth and shifting for sixth when the rear wheel let go in a controlled slide-out, at about 65-70 mph. When I went down I was facing the pack coming at me. I didn't kill the engine and lost about five places while sliding and getting straightened around. Being pretty mad at myself, I gassed it, caught the bikes that had passed me, and then proceeded to do the same thing again on the third lap, in a different spot, and in sixth gear. That one hurt and I never got back all the positions that I lost. I would have felt a lot worse if it hadn't looked like roller derby on the off-camber, wet surface. Quite a few riders got off besides myself in this area. Ironically, I heard after the race that as Mickey Thompson was directing the water truck along the course before our race, he didn't water the off-camber until the crowd started yelling. He gave in to their wishes. Oh well, the show's the most important thing, right?

Weinert won the race overall, even over the cars, and made close to $3000. Mayes was second and got less than a thousand. Baker was second to Zahrt in the 250 class and got back $380 in prize money for his $350 entry. Everyone was hyped before the race because of the big prize money offered. After the race and the payoffs there was a lot of grumbling.

I rationalized with myself after getting off and determined that it was inevitable. I was destined to get off no matter how well I might have ridden. You see, I had saved a really boss, new, super pair of Hallman "works"-type leathers for this race. Torsten had made them up special with my name and "MXA" down the sides and back. Now, you and I both know that anytime you have something trick like that and save it for a special occasion, something is going to happen, usually for the worst. It did. The leathers suffered a one-inch tear and some scrapes and are repairable. That's not too bad for getting off at 70 mph twice, but even so, I should know better. *

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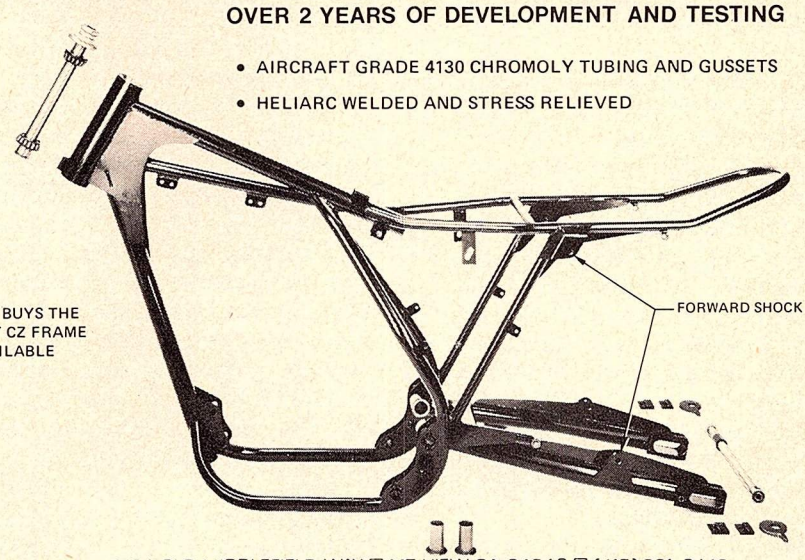
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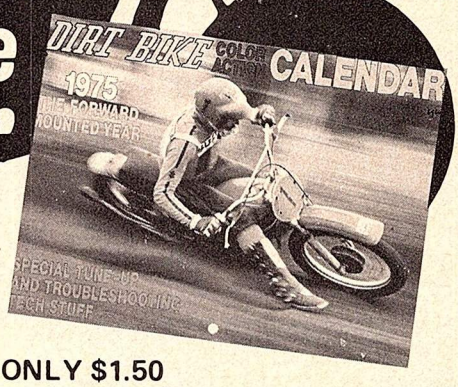

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MX PEOPLE
WHIPS
Little things about people who make motocross neat

Most of the mechanics who travel with the Grand Prix circuit have been involved in some sort of racing themselves before wrenching for someone else. Such is the case with Roy Read, Bengt Aberg's mechanic.

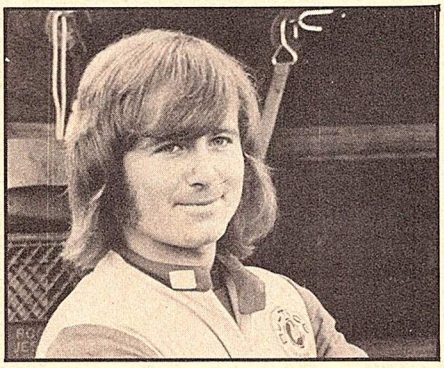
Roy is 22 years old and calls Hampshire, England, home. He got started in motorcycles by working as an apprentice mechanic at Les Archer's, a one-time European champion. It was a family-type shop and he stayed about four years before leaving to work for Eric Cheney.

In the meantime he had gotten into road racing and had a fair amount of success with some seconds and thirds.

Roy got fed up with motorcycles for a while and worked in a shop selling flowers — which is about as far away from bikes as you can get.

After about a year he went back to Cheney and became John Banks' mechanic until John switched brands. Cheney put Bengt Aberg on the big four-stroke and everything was going well, but it was not worthwhile monetarily to Aberg. Aberg went to Bultaco and took Roy with him.

It's a strange combination — with an Englishman wrenching a Spanish bike for a Swedish rider — but it must be a good one, as Aberg is starting to win again and Roy is one of the reasons.



ROY READ

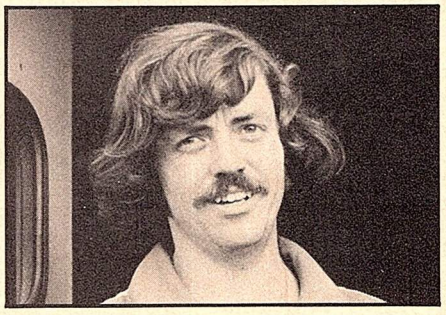
For the last two years Tom has been shaping Mike Hartwig's bike on the Trans-AMA and Inter-AMA circuit, for Husqvarna. Before that he was quite a racer himself.

While he was in school, in Southern California, he got hooked on desert racing. He rode a 500 Matchless and 500 Triumph before landing a Yamaha sponsorship on a DR-1 back in '68. Motocross was just starting in this country at that time. Tom raced the desert for a while and started picking up some class wins in Grand Prix and local races, and at the same time he started working on bikes for spare money.

When he got the motocross fever he headed for Europe and raced some of the international races. Some of his best finishes were eighth in the 500 class in France and a 15th racing a 250 in Belgium.

When he returned to the States he won the Elkhorn Inter-Am on a 250 in 1970. He later finished second in the Dirt Diggers California Scrambles Championship. Most of the time Tom rode Huskys, so it was only natural for him to end up with Husqvarna as one of their team.

Tom is one of the really nice guys in motocross, and at the still-young age of 26 he has more experience going for him than many of the team managers. Hartwig and Husqvarna have a winner in more than one sense of the word with Tom Volin working for them.



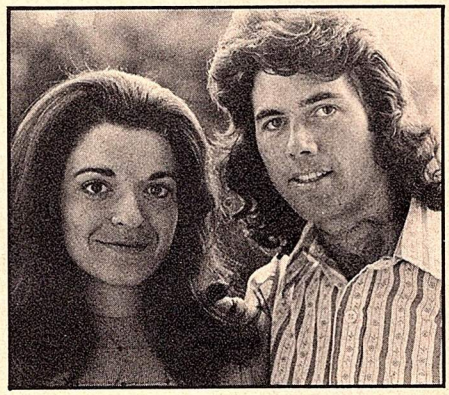
TOM VOLIN

Most of you probably don't pay much attention to the byline accompanying a story in a magazine, but if you have, you may have noticed that David's name is usually under all of MOTOCROSS ACTION's European coverage. He and his lovely wife travel around the European circuit gathering the news and taking photos of all the important events. The photo enclosed is a self-portrait using the automatic timer on his camera.

Both David and Margery are Americans in their early 20s and use a VW bus as their means of transportation. It may sound like it's an idyllic life, but if you've traveled for some length of time you'll realize that it's not all peaches and cream. Especially in Europe. There is always the constant money-change problem and the many different languages to cope with. Besides that, it seems you always break your vehicle at the most inconvenient places.

Living in your van is not always that pleasant, either. And many times it's a necessity.

David is well liked by the riders and mechanics on the European circuit, and this enables him to get the true facts when so many are trying to hide them. David and Margery are what makes motocross people neat. *



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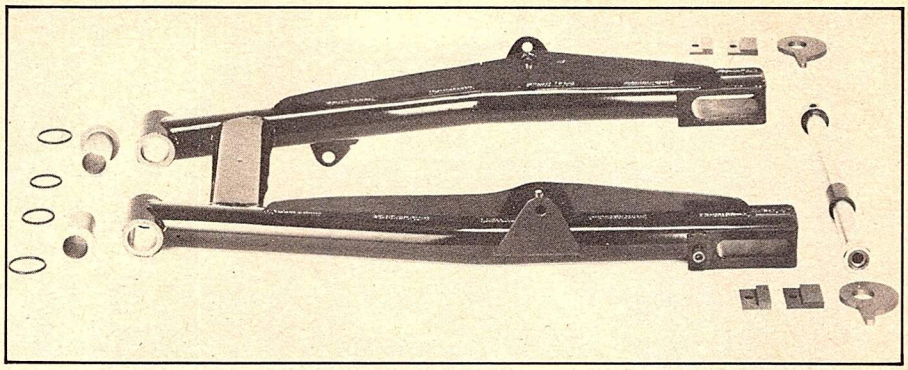
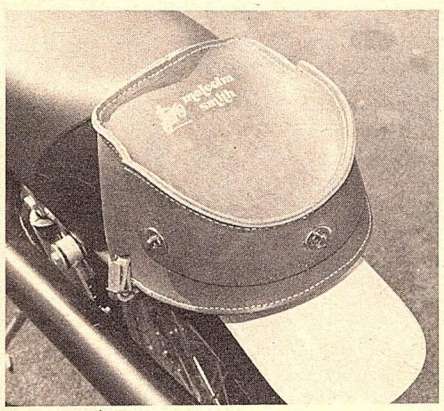


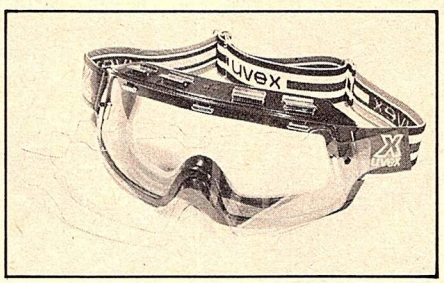
CZ SWINGARM

Here's another delectable and expensive goodie to hang on your already outrageously tricked-out CZ: a chrome moly swingarm with forward shock mounts from CMS Products, 2134 Old Middlefield Way, Dept. MXA, Mt. View, California 94040. It comes with everything you need: trick bushings, adjusters and a neat hollow chrome moly axle. Everything is 4130 aircraft steel, heliarced and stress relieved, which means it shouldn't flex, bend or crack. But then we never heard of a stock one flexing, bending or cracking. The trick is it's lighter.



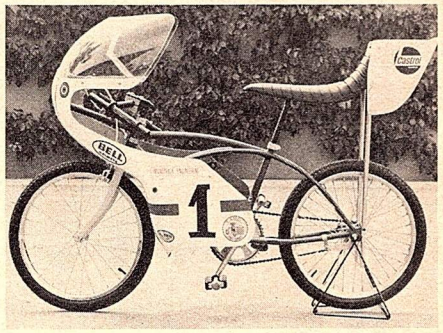
TOOL BAG

If you like to take your Husky cowtrailing, here's a neat idea: a super-heavy-duty leather tool bag just like the ISDT guys have. $19.95 from Malcolm Smith.



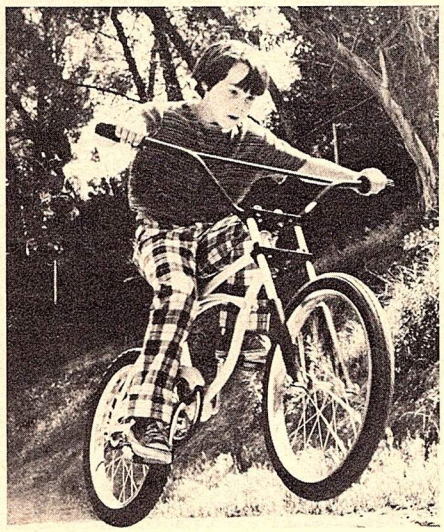
GOGGLES MIT TEAR-OFFS

Maico's gone commercial! Next time you drop into your local Maico shop, the guy will probably try to sell you a pair of these units along with your new primary chain. They're Uvex and distributed by Maico Motorcycles Accessory Division. What's trick is that they come with two ready-made tear-offs. What they didn't tell us is how ya get new ones after the old ones get torn off.



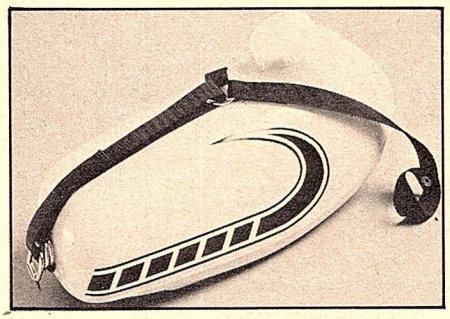
KENNY ROBERTS REPLICA

You gotta be kidding. Forty-nine bucks from Newport Design & Manufacturing, Inc., 2440 22nd St., Dept. MXA, Newport Beach, California 92660.



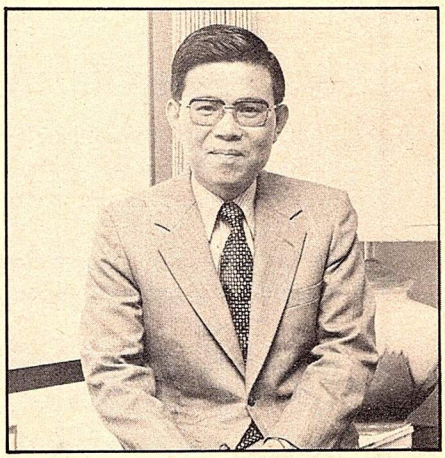
BOLT-ON BIKE FORKS

Three-inch-travel bolt-on forks with black sliders just like the factory Husqvarnas. Full-size handlebar clamps let you use your favorite MX bars. Hot setup: They're completely rebuildable with parts from the manufacturer. Woodhawk Corporation, Dept. MXA, P.O. Box 974, Hesperia, California 92345.



PLASTIC FROM YAMAHA

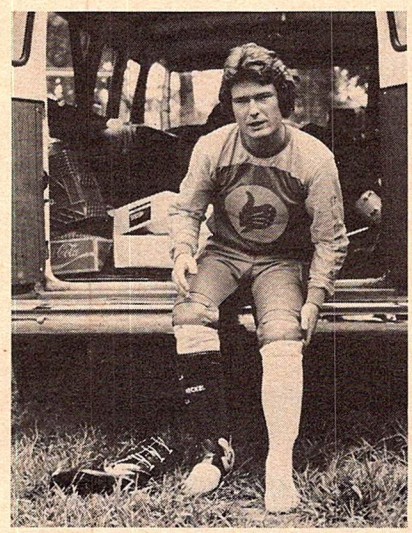
This lightweight yellow plastic tank will fit most Yamaha YZ, MX and enduro models. A strap-on installation, if you please. Get it at your Yamaha dealer.



NEW GUY AT YAMAHA

Mr. Masazumi Miyake has been appointed President of Yamaha International Corporation. Atta go, Masazumi baby. Now how about giving us a monoshock test bike? *

The Bultaco Rider.



He's not a G.P. winner, or a Trans AMA Super Star. He's just Brian Dalgarno. A young college bred man who races motocross for the pure fun of it. He's his own man. He doesn't follow the dictates of a giant manufacturer. He doesn't ride a compromise motorcycle. He rides a Bultaco. He doesn't mind that most people never heard of a Bultaco. In fact, he enjoys it. And he enjoys telling people of the pride that goes into the manufacturing of a Bultaco. But more than anything, Brian Dalgarno enjoys winning. And that's why he races a Bultaco.

The Bultaco Mk VIII—at your dealer now.

Accessories by:

BULTACO CEMOTO

MIURA PRODUCTS

Bultaco International Limited: P.O. Box 62547, Virginia Beach, Virginia 23462

MAGNETIC PARTICLE INSPECTION

The magnetic particle inspection machine, complete with ultraviolet light.

There comes a time when you go completely through your bike for a special race or event that's coming up. Usually you won't take a chance on any part that's suspect and will replace it with a new one. You do this because you know that you're going to a lot of trouble to tear your engine apart in the first place, and in the second you want it to be perfect because the event is important to you. When replacing a part that looks worn or suspect with a new part, it's only natural that you would think that the new part is good and will be, for sure, better than the part you replaced. Not so! I found out the hard way, even though I knew better. I had assumed something that I shouldn't have.

The situation that I am talking about involves a CR 125 that I was setting up for the past Baja 500. It was a different bike than the one Preston and I rode in the 1000, and it was a new bike. I had assumed that because the little CR went the whole 1000 race miles in Baja, another model just like it would surely go a race half that length trouble-free. After all, in the 1000, even the people from Honda didn't think that the bike would make it. They suggested that we build up the 125 four-stroke. In that race we did experience a clutch plate problem because of the sustained hours at 9000 rpm, but that was our only problem. Honda bought my bike after the race and sent it to Japan. I went out and got another one to build for the 500 and I set it up exactly the same.

I didn't even think to check out the internals of the engine because of the success of the other bike. Dumb me, especially when a win in this race was worth several thousand. As it turned out, Preston broke just before he was to hand off the bike to me and at that point in time, he was leading the class. The crankshaft had broken at the magneto side. In retrospect it was probably cracked before the bike left the line, because as I was waterproofing the case covers I had noticed some minute shavings on the bottom of the case. Since we were already late for impound it was buttoned up and impounded. We still wouldn't have been able to fix it if we had known, because it was the only thing we weren't prepared for.

I had assumed that since Honda had no record of a broken crank on any CR 125, then it wouldn't happen to me. But what if I didn't want to assume that as fact? How do you go about checking cranks and gears or, for that matter, anything that could break? There is a way!

It's called Magnetic Particle Inspection, and it can show defects in any ferrous material. A ferrous material is something that a magnet will attract. Different processes are used for non-ferrous alloys. You may have heard the term Magnaflux, and it is the same process except that the name

CAN YOU AFFORD IT OR CAN YOU AFFORD NOT TO

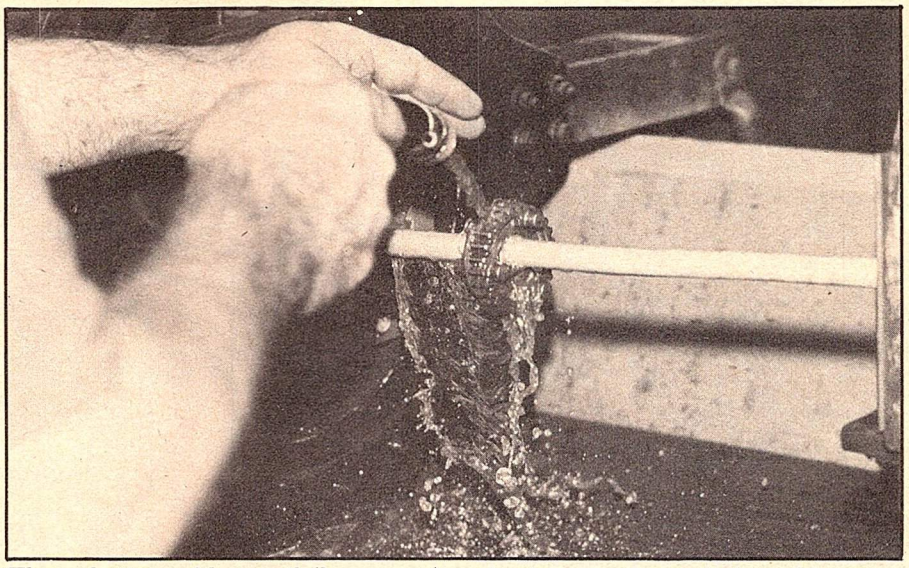
is trademarked. It's like asking for a Coke when you want a cola. It's the familiar name used by most people for the process.

When I had assembled a bunch of parts that were to be used to rebuild the Honda, I called a friend of mine who was involved in this kind of work for race cars. Jim Meyer, of Jim Meyer and Associates, makes — among other things — the axles for Parnelli Jones' Broncos and hub forgings for Gurney's Eagles. He also makes the rods for Shell Thuet, Kenny Roberts' tuner and engine builder.

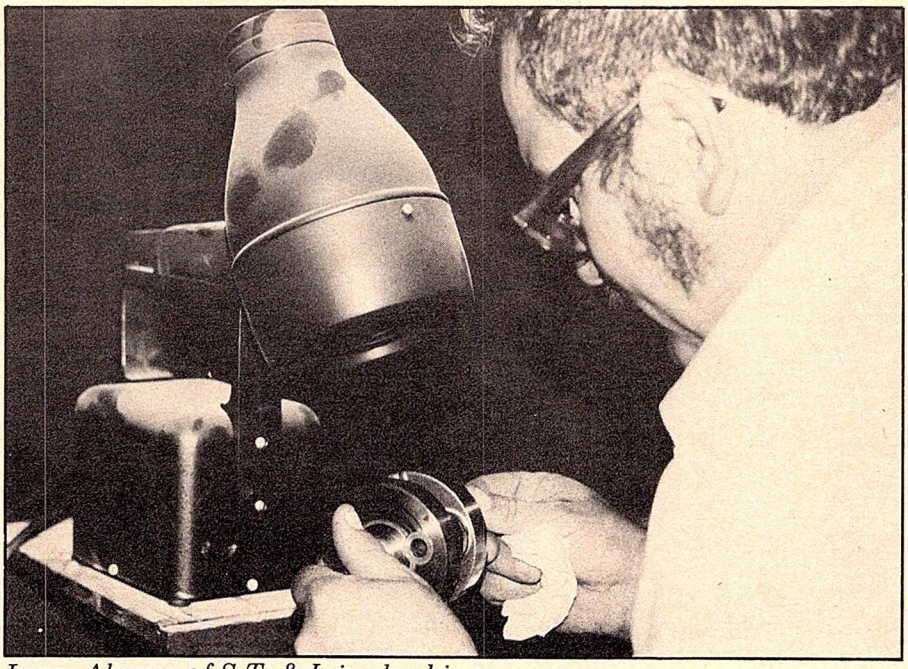
The first thing Jim told me was, "The assumption that a new part is a good part is a no-no." I didn't need to be reminded. He said he runs all the parts he makes through the Magnetic Inspection Process even though they are new. He finds flaws. Out of 400 rods that he made for Thuet, 27 were defective in the forged state. This statement makes you wonder how many of us are racing bikes with inherently defective parts. How many factories check their engines' major component parts? None that we know of.

The parts I brought to check were mostly new, but I threw in some used stuff also, like a swingarm and some used gears. One item in particular I wanted to check out was a new third gear for the XL 350 Honda. A lot of these gears have been breaking in the bikes that are being used for competition, and even the 350 Honda uses for Rex Staten was switched to a 250 XL gearbox. The crankshaft for my 125 was the other item of special interest to me and I didn't want to have to disassemble it if I didn't have to. Jim said that for what I wanted to find out, it wasn't necessary to take it apart. In most other cases the parts should be completely disassembled for the process. All bearings should be removed from shafts, etc. Another item you can't or shouldn't check is the flywheel, because of its magnets for the ignition system.

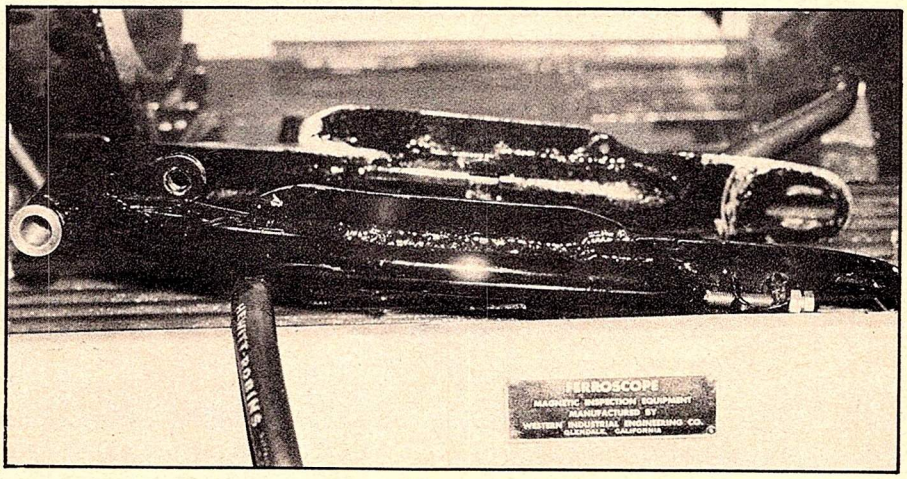
Basically, the whole process is very simple, and I wondered to myself why virtually none of the motorcycle racers and racing departments don't avail themselves of a checking procedure like this for critical



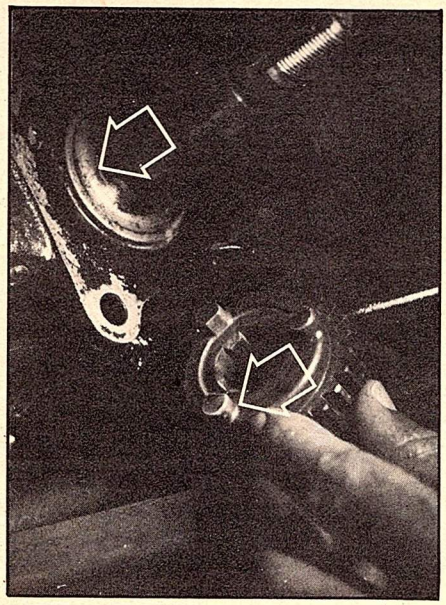
The solution of base oil (kerosene) and microscopic particles of iron oxide, dyed fluorescent in this case, will adhere to the flaw in the metal when the electricity is applied.



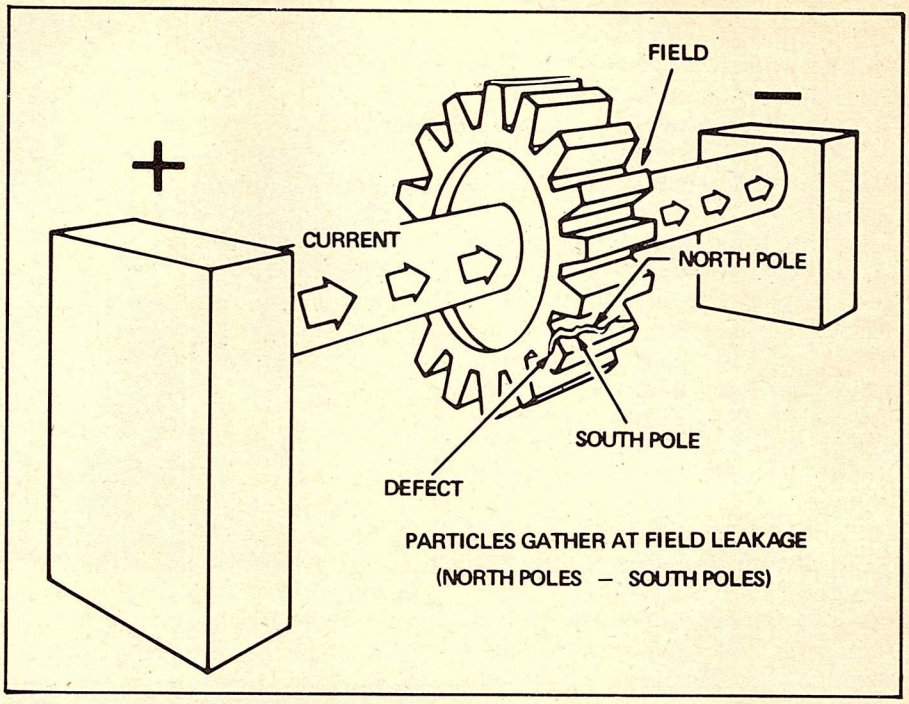
Larry Alcarez of S.T. & I. is checking out the CR 125 crank. It was OK.

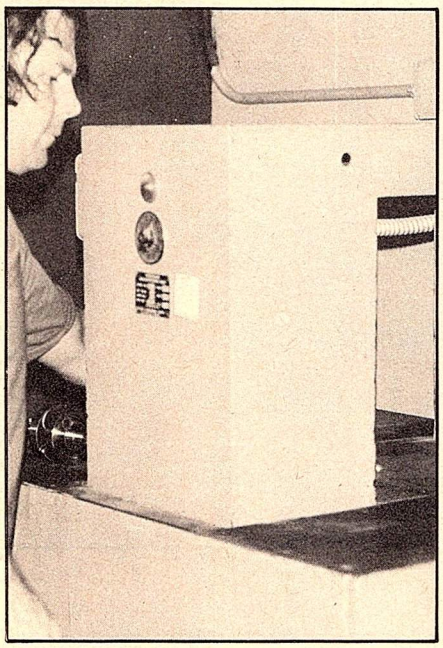


Painted parts can be checked without removing the paint if it's original paint.

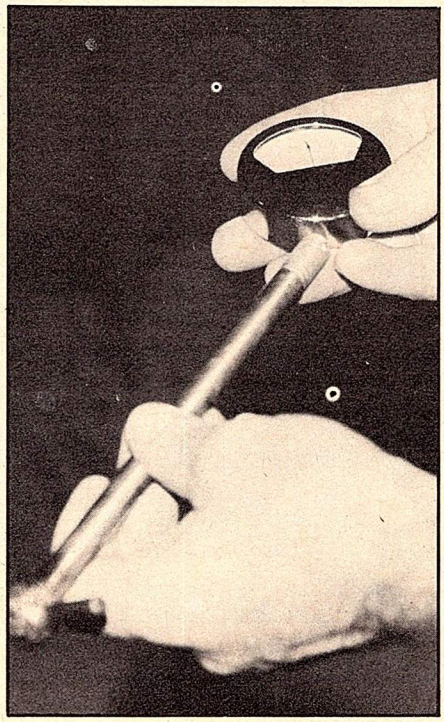


The glow you see (I hope) on the dog of the XL 350 third gear is a forging flaw. This gear is right off the dealer's shelf. Check out the flaw on Landfield's Mini-truck spindle.

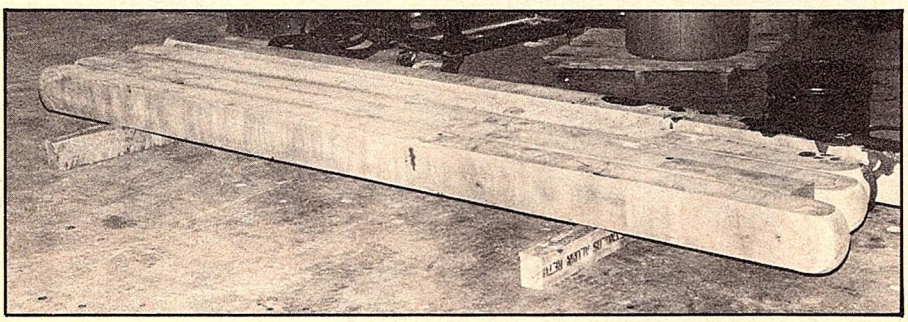




Jim's demagnetizing the parts by running them through this machine.



A quick check after, with a field indicator gauge, shows no magnetism left.



What appeared to me to be sanded, gray wood beams turned out to be bars of titanium when I got curious and asked. Would you believe $3000 a bar?

parts, when so much money is at stake in the racing end of things.

In order to find out if a part has any flaws in it, an electrical current is run through the part, using the special machine. While the current is being run through the part, a solution of base oil (kerosene) and microscopic particles of iron oxide that are dyed fluorescent are poured over the part. Now, what is happening is that electrical current will go through the part uninterrupted unless there is a flaw or some such change in the metal. If there is, indeed, a flaw, it will cause the electricity to change direction at that point, and in effect create a north and south pole at that point. This situation is like a magnet at that point and draws the solution, making it visible when placed under an ultraviolet light. At each flaw the electricity will cause this situation to happen even if the flaw is below the surface of the metal.

The operator of the machine, or rather the person who checks the part under the ultraviolet light, is the most important part of the process. You and I may see a marking on the metal and think that it is a problem, but without the experience and knowledge of metals we wouldn't know what we were looking at. It takes some know-how to correctly "read" the part being processed. A part may have flaws in it but because of the

Cont'd. on page 68

The first 1½ races of the '74 Trans-AMA series made Suzuki smile again

COPETOWN AND UNADILLA

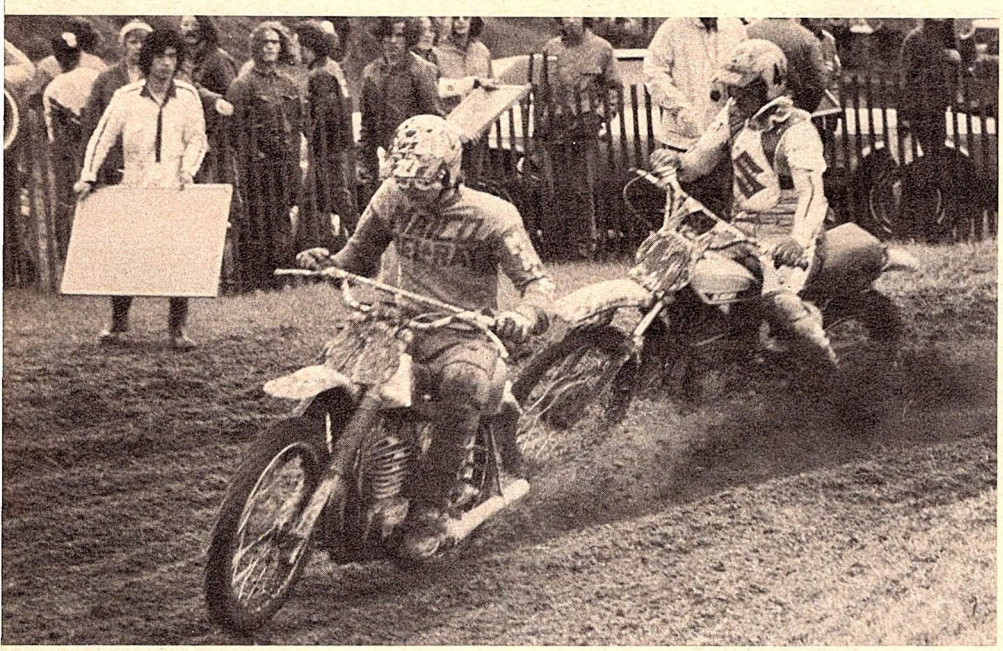
By Mike Kerley

One of the best motocross tracks in North America slammed the folks in the face with some of the worst possible early fall weather, as the Trans-AMA circus (or two-thirds of it) took its practice licks at Copetown, Ontario. Normally Copetown, known hereabouts as the Grand Prix of Canada, *is* the first race in the Trans-AMA Series, but a little hatchet work in the AMA competition committee chopped off the sanction a couple of months before the event. The local promoters were left with egg on their face and a probable hole in the wallet, looking desperately for some friendly Europeans to come anyway and turn the egg into an omelet. And the Europeans came, at least most of them; maybe because of the track, probably because of the money ($15,000 and no 30 percent off the top like they'll be hit with in the U.S. this season), and perhaps just a little because it's become the Trans-AMA habit. Copetown, then Unadilla, then Honda Hills . . . a head and stomach tweaking succession of McDonald's and Holiday Inns across the pavement-streaked North American continent. But, hey, the money's good and you rarely get food poisoning and what else is a gentleman racer going to do during the European off-season?

So they came, fresh from the Grand Prix circuit and with a few scores to settle. Roger DeCoster, with a big, empty gap where Championship No. 4 should be. Gerrit Wolsink, maybe going faster than anyone by the end of the

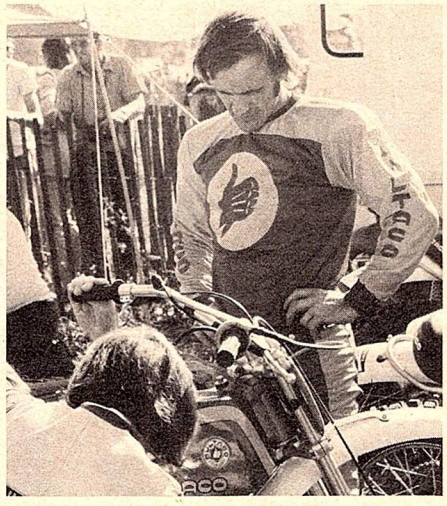
Adolf Weil blasts it up Unadilla's nastiest hill with Aberg in close pursuit.

Mark Blackwell made Wolsink eat mud, but not for long.

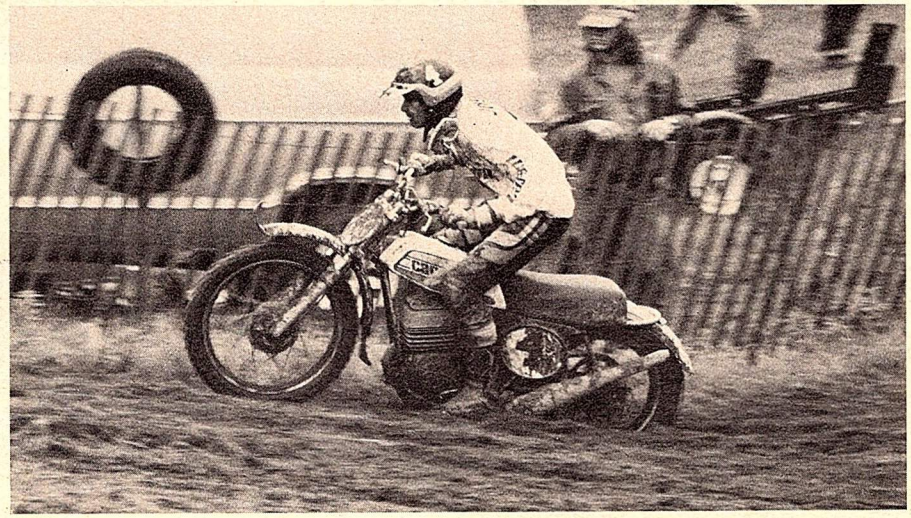


OPPOSITE PAGE:
Unadilla's rolling bermy loam was right up Bengt Aberg's Bultaco, 'til it broke.

Resplendent in his new Suzuki shirt and an embarrassed grin when asked why he made the switch, Willi Bauer checks out his own action in our European Stars.



Before the second moto, Bengt Aberg gave his bike this look. After the second moto . . .



WHUMP! Gary Jones bottomed everything his new piston-port C-A had at Copetown, hung on to finish a tired ninth.

European season. Heikki Mikkola, still a man with something to prove ("DeCoster broke so often," they say). Adolf Weil, still close, still no cigar, and when you're a 37-year-old (or whatever it is) racer you grab the pickin's while they're still there. Not to forget Bengt Aberg, who also may have been fastest at the last, Chris Hammergren, due for some luck for a change, and Hakan Andersson, ditto.

Then, maybe for the first time in Trans-AMA history, there was the American element. Brad Lackey, Jim Pomeroy ("World Champion someday," sez Ro-jay), Jimmy Weinert and a whole bunch of others pushing the American colors faster than ever before. In 1974, at least a couple of stateside post-teeners had a reasonable shot at the whole bean-bag, and you could count on the home town crowds digging it. The odds were that by the end of the series Jimmy Weinert wouldn't be the only American with a Trans-AMA win chalked next to his name.

Traditionally, the Trans-AMA is won by a top European who almost, not quite you know, but *almost* did it all in Europe that season. Ake Jonsson blitzed the series in '72, Adolf Weil was dominant in '73. So based on history, Wolsink or Aberg or Weil or DeCoster should do it. "Or DeCoster" in particular, since it was fairly obvious that the once and maybe future champ might feel he had something to prove — assuming his bike stayed together with reasonable consistency. But Mikkola and his bulletproof combination of 360 Husky and mechanic Pelle Mas would be pushing too — though for how long no one could say, since it was rumored that Heikki would hang it up somewhere in the middle and head home, leaving Arne Kring to pick up the pieces for Husky.

The big questions were hanging on September 29, at Copetown. Mikkola, his ankle savaged at the Trophee des Nations, was sitting it out, but the list of money racers on the line meant that if DeCoster's intentions were

serious, the signal should be here. The pickin's weren't easy, and the (untaxed) $3200 winner's share should mean hot racing for both the first and the last turn.

* * *

"Hot" is a figure of speech. It was cold at Copetown, icy cold, with hard rain in the morning and bone-stripping 50-mph wind gusts in the afternoon. To even stay on the course you had to be serious. When the wet, ultra-traction loam stopped splattering the hardy spectators around 5 p.m., it was obvious that Roger DeCoster was serious.

DeCoster grabbed the lead on the first lap, laying quick, serious moves on his teammate Wolsink and a few other holeshot artists and coming around with a narrow lead over a small pack that included Wolsink, Pierre Karsmakers (grim around the edges and maybe staring at Roger's back a little too hard since Carlsbad) and Andersson. The crowd, its most immediate suspicions confirmed, settled back to watch the Belgian extend his lead. What they saw tweaked their reality centers.

The Yamahas were pushing hard, Karsmakers sticking close to DeCoster's rear knobby and chewing loam, Andersson zapping Wolsink and moving in on Pierre. Then, on the fourth lap, DeCoster heeled it over a little too far in a slick corner and fell — "like a junior," he said later in disgust. Suzuki's finest recovered quicker than most juniors, losing only two places in the shuffle, but the Yamahas had the places and they were serious too.

Pierre and Hakan were pushing new 400s, bikes put together in an effort to get Yamaha back into the power sweepstakes. It was hard to say just how fast they were, as riders footsied their way through the tricky, deceptive Copetown twisties, but they were staying out front without much trouble. Immediately after his fall DeCoster made a run after the leaders, but after closing some ground he seemed to relax, saving moto two for his best shot.

Meanwhile, Andersson was pushing Karsmakers hard, finally zapping him on the fly in a patented, crazy Swede swoop and steadily extending his lead for the last 20 minutes of the moto. Wolsink finished fourth, doing just enough to place well, as a toothache pounded at his dentistry school-sanctified uppers, and Brad Lackey pushed in a solid fifth ahead of Rich Thorwaldson.

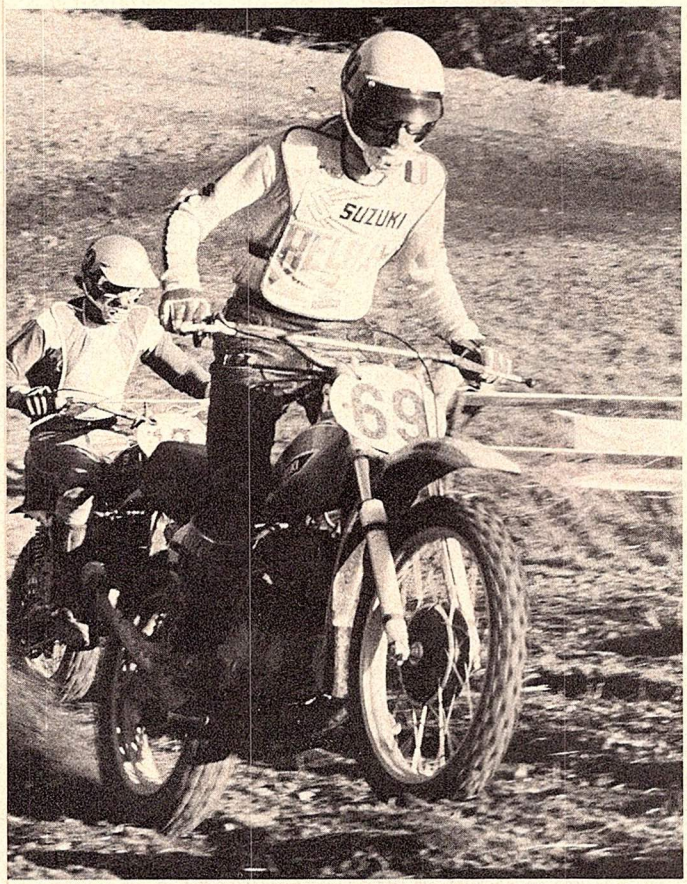
Marty Smith takes advantage at the beginning of Unadilla's second support moto. The advantage he took was the advantage he kept.

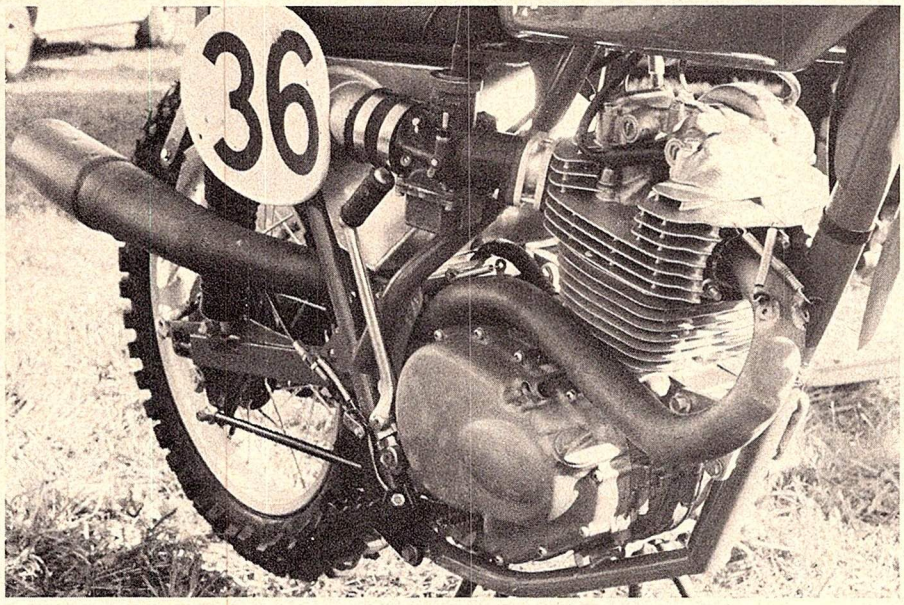
The new Kawasakis showed up at Unadilla, along with Weinert and Hammergren. Jimmy says the new forks give "eight inches of bitchin' travel." That's about all his ignition gave him, too.

Rich Eierstedt discussed suspension boing-boings with Tuner Turner before the Unadilla bash. He finished tenth.

Mike Runyard left with the gate at the start of the second moto, pushing his new, previously unkicked-over RDR (Roger DeCoster Replica) Suzuki hard. But Mike got over-eager and lost it at the foot of a downhill, endoing

Two firsts for Roger indicated a degree of seriousness that was missing from his Trans-AMA effort in '73.





Rex Staten's thumper was supposed to have ten more horses. It could have used 50 more handles.

hard and tweaking his forks and his pain centers. DeCoster picked up the lead for Suzuki and that was *it*.

Making no more mistakes, DeCoster pushed to build his lead. Andersson was after him, laying back slightly and waiting for a mistake, but Christmas only happens once a year, even in Canada. Finally it was Hakan who made the mistake. The former 250 champ caught a grip in the snow fencing and went down hard, tweaking his front forks. Pushing to make up ground, he fell again. After a mournful pit stop, Hakan motored softly for the remainder of the afternoon, finishing sixth overall. DeCoster's most serious challenger had bitten the dust.

UNADILLA, ONE WEEK LATER

Heikki was at Unadilla, but Heikki couldn't race. The new champion rode practice, but the ankle wasn't right and the course was mean, so Mikkola retired gracefully before the first moto, riding one show lap for a crowd that didn't seem to grasp who he was. Then DeCoster took over.

From the first lap it was all Roger. The former champion grabbed the lead and immediately began to extend it, finishing 30 seconds in front of Jim Pomeroy. Bimbo hadn't been at Copetown, so he established his credentials at Unadilla early, taking second with the authority that DeCoster had latched onto first with, and extending his lead with each lap until the flag, finishing a comfortable 15 seconds over happy-mouthed Gerrit Wolsink.

The real first moto stories were back in the pack. Jimmy Weinert came off the line like it was Texas '73 all over again, running hard and fast after DeCoster and a few others for five minutes until his ignition went sunny side up. "Somethin' *always* happens to me at Unadilla," allowed a resigned Jimmy over a mid-moto beer. "ALWAYS."

Gary Jones had ridden a Can-Am big-bore at Copetown, finishing ninth and obviously having problems with the prototype piston-port, and things weren't any better at Unadilla. This time he was joined by teammates Marty Tripes and Jimmy Ellis, and there was togetherness in misery. None of the three finished in the top ten in either moto.

Rex Staten, riding his Snake River smoker (the Honda four-stroke), was claiming ten more horsepower since the Knievel rip, but it was obvious that whatever Rexy did or didn't have in the engine, he had nothing in the handling department. He pushed the thumper gamely around the course lap after lap, looking more and more like

OPPOSITE PAGE: Montesa's only GP rider Raymond Boven came back for another try at the Trans-Am.

chewed meat with every round. The only Honda glory in the international class came from Rich Eierstedt. Riding in his first international race, Rich pushed a meticulously prepared two-stroke Honda to a tenth overall despite suspension problems.

The second moto was another runaway, but the cast was different. DeCoster and Pomeroy got stuck in the pack after a starting line mishap, exiting the first turn in eighth and tenth. Meanwhile, Adolf Weil, a bit perturbed with himself after an off-the-line crash in the first moto, was pushing hard, determined to assert himself just like last year. Weil ran in front for several laps, but Bengt Aberg was in pursuit, and ten laps into the moto he slipped by the German and moved on. Aberg was totally in control, extending his lead with each lap as DeCoster had in the opener. Weil was holding onto second with tenacity, while Wolsink was in

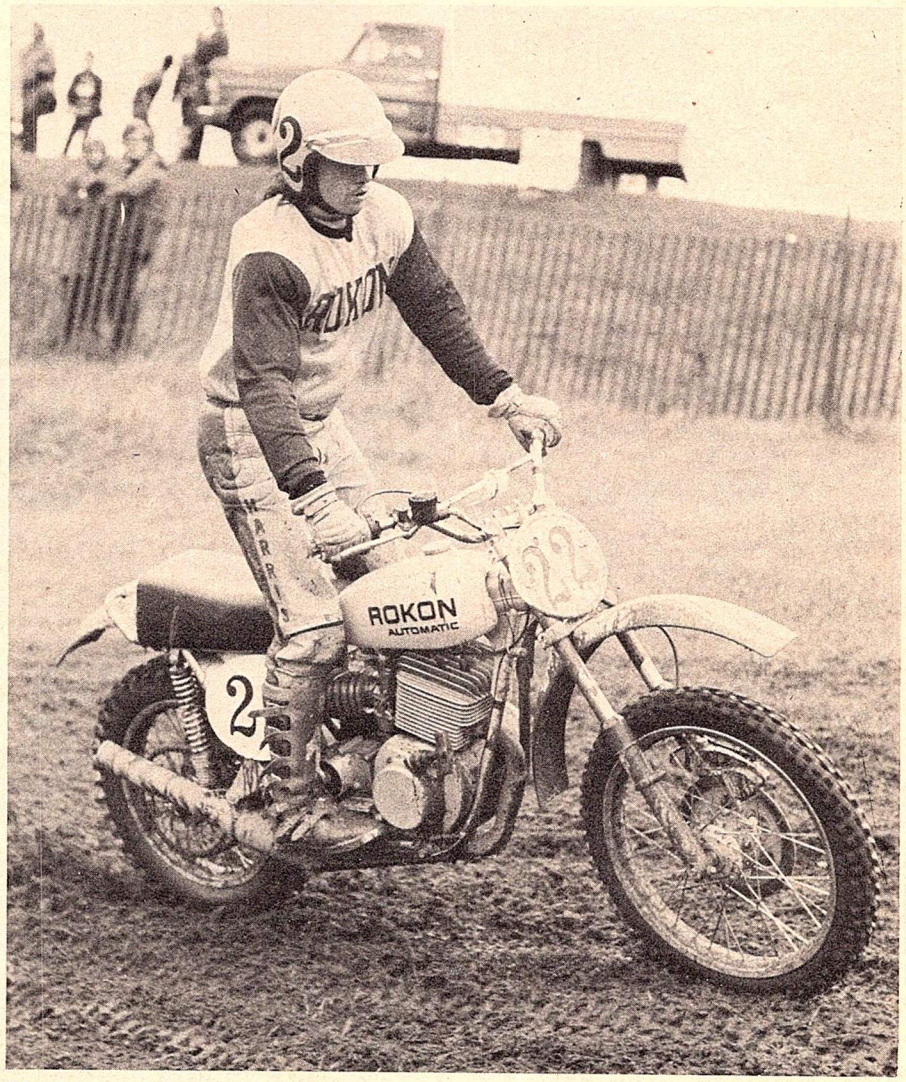
Lackey's fourth at Copetown, fifth at Unadilla, gave the homefolks something to cheer about.

third and DeCoster was working his way up through traffic, again losing time when he had to avoid a downed rider. As you sat back and watched the race, the only unknown seemed to be how far DeCoster's charge would take him before the final flag.

Then, with only about three laps left to run, Aberg's bike developed serious problems — after the race, he said the flywheel had begun to come loose. With an expressive shrug, the Swede pulled

Continued on page 65

New Bultaco-thrower Vic Allen turned in impressive rides both weeks.



Most interesting ride of the Trans-AMA has to be Bob Harris on a Rokon. So far, Bob's been making haste carefully.

PERSONALITY

BRAD LACKEY
part two

BY TERRY PRATT

Food, motels, start money, Czechoslovakia and American promoters: They're all burnt.

(Editor's note: Last month Brad and Terry were talking about Team Husqvarna and how they develop champion riders. As they continue, Brad draws some comparisons with other racing teams.)

BRAD: I think, and I always did think, that when you ride for Japanese companies there is no friendship involved, nothing. It's all business. It's different with smaller companies like Husqvarna and the other European companies. They're a lot closer to the riders and they help you a lot more and they're interested in you as a person and how you're feeling and how you're doing. They're just all around a lot nicer people. The way Husky puts together the races and stuff is good. They have vans for everybody and everybody's got his own stuff and everybody's happy and no problems. It's just excellent.

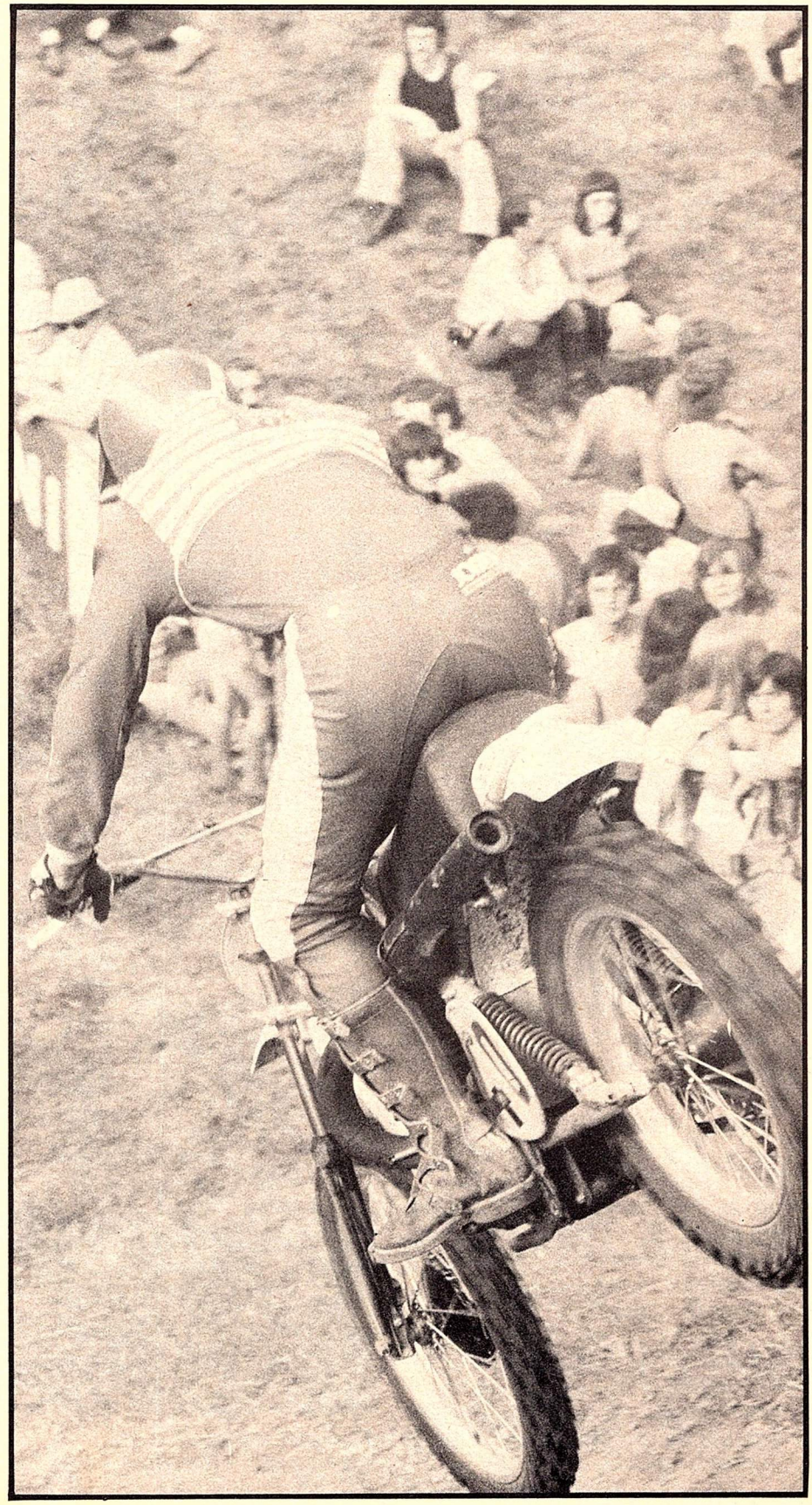
TERRY: Have you ever ridden a Husky before?

BRAD: Yeah, I had one and I raced it once. It was an old four-speed; yeah, I kind of like it. Everybody told me how it wouldn't turn but it was Cranke ported and had a low pipe and stuff. It was pretty bad.

TERRY: How do you like this bike you're riding now?

BRAD: This one's Grand Prix. What can I say? I think it's the best handling and the fastest one in the 500 class.

TERRY: Your mechanic, Per-Olaf Widdel, is a Swedish ex-motocross rider the Husky team rescued



"The riders over here are all going a lot faster." Notice everybody in this photo, including Brad (40), is using the front brake.

from working in a gas station. How's he doing?

BRAD: He's excellent. We've had about 20 races so far this year and we haven't had any problems with the bikes except for two ignition failures, and that was FEMSA's problem, not Husqvarna's or Perra's.

TERRY: Do the mechanics take a personal interest in the machines?

BRAD: Yeah. Well, I haven't known Perra that long, but you can just watch him while he is watching the race and see how he's interested. You know? You can tell. You can see how nervous he is and you can see after the race how happy he is and you can just see how interested he is in what I'm doing and how the bike is performing. It's not just a job to him; it's something important. That's what you've got to have for motocross, because if you lose interest in working on the bike, it's going to start breaking down. Like, if you lose interest in riding it, you're not going to go fast.

TERRY: Is your contract with Husqvarna a yearly thing, or do you have it set up for a couple of years now?

BRAD: I like to do things year by year myself. Y'know, you can always make it longer, but if you don't want it longer, it's hard to make it shorter.

TERRY: So how's your first year with Husky been going? Give us a rundown right from the first heat in Austria.

BRAD: I was really nervous. In the first race I crashed on the first lap going up this long, steep hill that was all rocks and stuff. I couldn't see good and I crashed and then I had to wait on the side

"I think all the promoters in the United States are fried."

of the hill for all the riders to get by. By the time I got started I was last and I went around for the first lap and I went over the jump on the straightaway and when I landed the pipe came out of the exhaust manifold. I guess I knocked it forward in the crash. So the pipe was out of the manifold and the motor kept over-revving going into the turns so I crashed again. So I had to stop and have it fixed and by that time they were coming around to lap me, so I just rode around and finished the race.

Then in the second heat, right at the start, in the first couple of laps, I went around a corner and slipped and fell all by myself and broke the throttle cable and jammed it full of mud and stuff so I had to stop in that heat.

The next race was in France. In the first heat I got a really bad start, there were about five guys behind me, and by the end of the race I was ninth. And in the second race I got a shitty start again and got tenth.

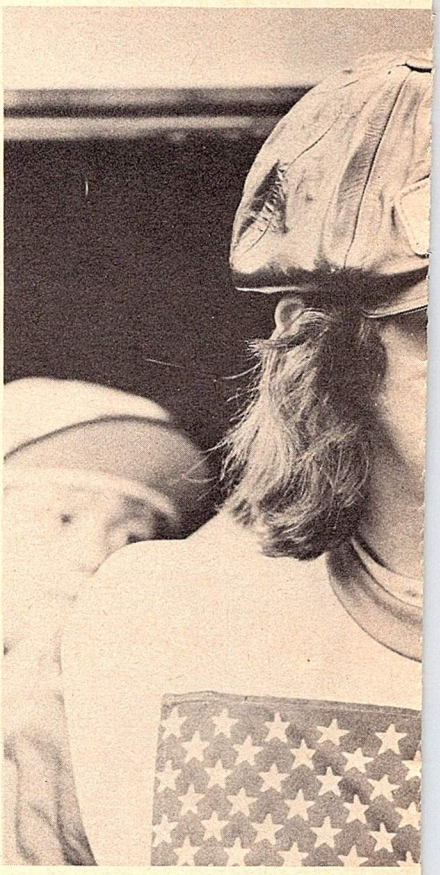
TERRY: And then the next race was in Italy and things started looking better?

BRAD: Yeah, I had fastest time in practice so I would have had a pretty good place there. But about four laps into the race, I was running eighth and my ignition blew up. A little coil wire in the FEMSA broke. Then in the second heat I got a good start and I got third in the second heat.

TERRY: By the way, that's probably the highest any American has ever finished in a 500 Grand Prix, third place.

Up to Czecho, Brad only had two mechanical DNFs, both caused by bogus FEMSA units.

"Start money is burnt. You don't get shit."



BRAD: Yeah. Then in Denmark I got a good start in the first heat and I was running third and another ignition blew up with about ten minutes left in the race. It was the same thing, but they've got it fixed now. In the second heat I got fourth.

Then in Czechoslovakia it had rained a little bit and I crashed pretty hard in the first lap trying to pass a lot of riders because I didn't have a good start. I bent my forks and stuff so I had to pull in, because it's impossible to get any points after you are already lapped.

In the second heat it started raining really hard. I fell three times and got eighth place in the second heat.

TERRY: Sounds like you're not doing *too* bad.

BRAD: I just wish my bike had broken down when I was doing shitty, but as it is now when I'm doing good it breaks and when I'm doing bad, it works. I could have had a lot more points; just from the two times I broke I would have had like 15 more points and that would have helped a lot. Then when I rode shitty like in Austria and Czecho that doesn't help either, so it's mostly my fault.

TERRY: Which of the riders over here do you think you are learning the most from? Who do you try to watch and talk to and pick up things from?

BRAD: Oh, you know, you can't ask too many questions. You've just got to watch anybody who is going fast. Roger and Heikki and Adolf are usually the guys I watch.

"Carlsbad is a million-dollar race and they're paying the Europeans but they're not paying the Americans."

TERRY: Let's talk a little bit about how a motocross rider makes a living. How do you feel about the start money system? Is there a big difference in European and American promoters?

BRAD: Start money is burnt. You don't get shit, and you get even less in America. I think all the promoters over there in the United States are fried. Especially for someone racing over here like Pomeroy and myself. We have to travel just as far as the Europeans to race in the States and we should be allowed to get good start money like they do when we all race in America. If promoters in the States don't want to pay nothing, I think they'll find out pretty fast that a lot of the riders aren't going to be coming to the races.

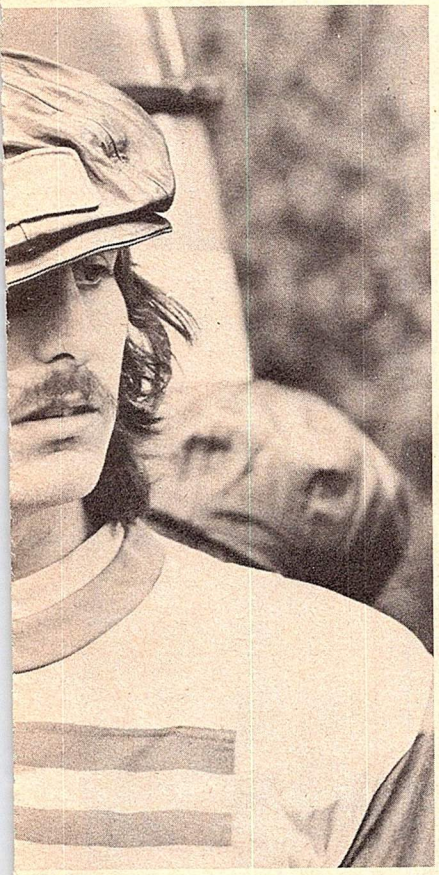
Like at Carlsbad, I'll probably end up getting like a hundred bucks and World Championship guys who are placing at the end of the top ten or even out of the top ten get like five or six hundred.

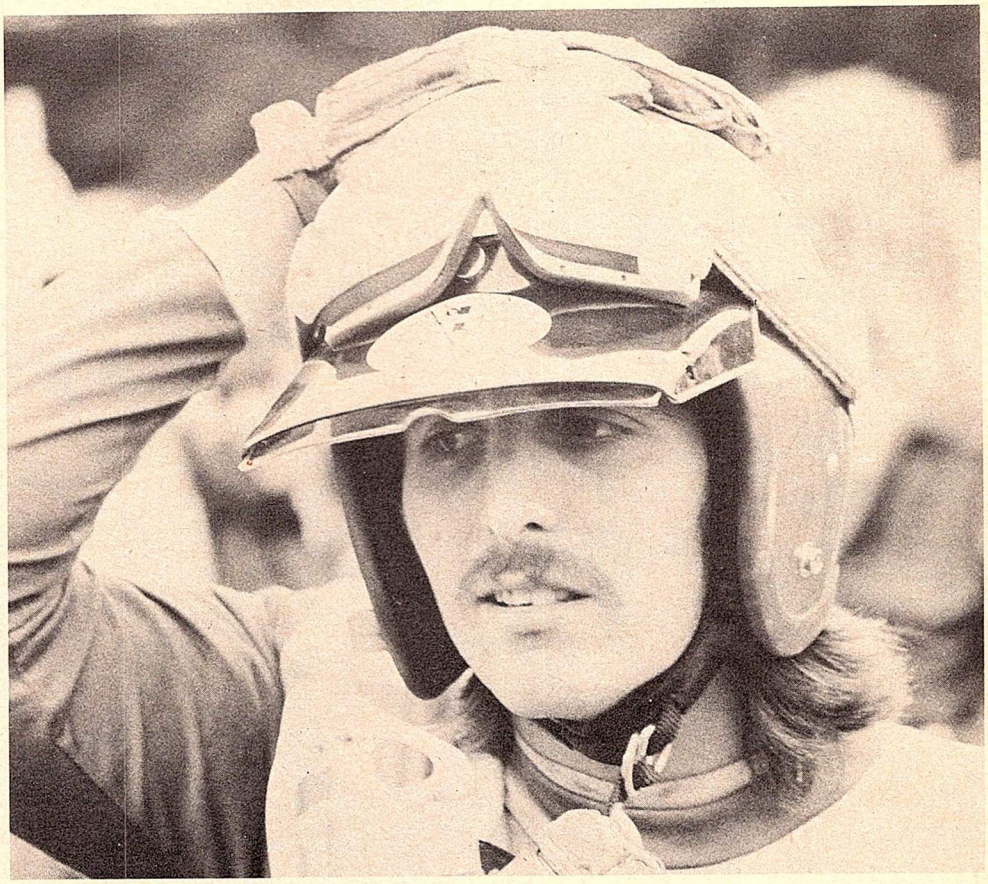
TERRY: Grand Prix start money is notoriously low anyway.

BRAD: Yeah, but Carlsbad should be good because it's a million-dollar race and those guys make a million dollars and they're paying all the European riders good money, but they're just not paying the Americans.

Like, their job is promoting races and they're making money doing that, but we're not making none riding. And so many people are taking advantage of the riders. It's almost impossible to make enough money being a rider, even when you are factory supported.

"I was really nervous. In the first race I crashed on the first lap.





All these guys are making posters, T-shirts and all that stuff and you don't get no money from that and everybody thinks you're getting a million from it. Every time you go to a race they think you're getting a million in start money and you don't, and if you don't place you don't get anything. You *spend* a million getting there but you don't make a penny.

TERRY: Instead of coming over here and riding on the Grand Prix circuit, could you be making more actual bucks by riding in California every week?

BRAD: Oh, yeah! You could make four times as much. Sure, ride in California until the big races come to the United States and then ride those and do good. But unless you're really gassing it, you're not going to be able to make that much money on the Trans-Am unless you're winning the races or riding in the Support class. The contingencies in the Support class are better than in the International class and the guy who wins the Support class is the hero, you know, because he's an American and he wins. He doesn't get fifth or sixth or seventh. For winning the Support class you get more money than like third in the International class.

TERRY: That's why so many good Americans choose to ride the Support class.

BRAD: Yeah, they're not stupid, they're making money.

TERRY: What about International races in Europe? Is start money and prize money a lot better there?

BRAD: International races in Europe pay a lot more money than the regular races in the States. If you have a good manager and you win the race, you can make a lot of money. Like, you know, Brian Kenney and those guys who stayed over here and rode all those races, they made a lot of money.

"You're so used to eating shit that when you get something normal, you think it's special."

TERRY: Where is it best?

BRAD: France. It's a little bit less than in Belgium, but you can win because everybody else is in Belgium. In Belgium the top guys race not for the money so much, but for conditioning against each other and sorting out the bikes at the beginning of the year. That's why Belgian races are really hard.

TERRY: Is there enough money in International racing that a guy could make a living?

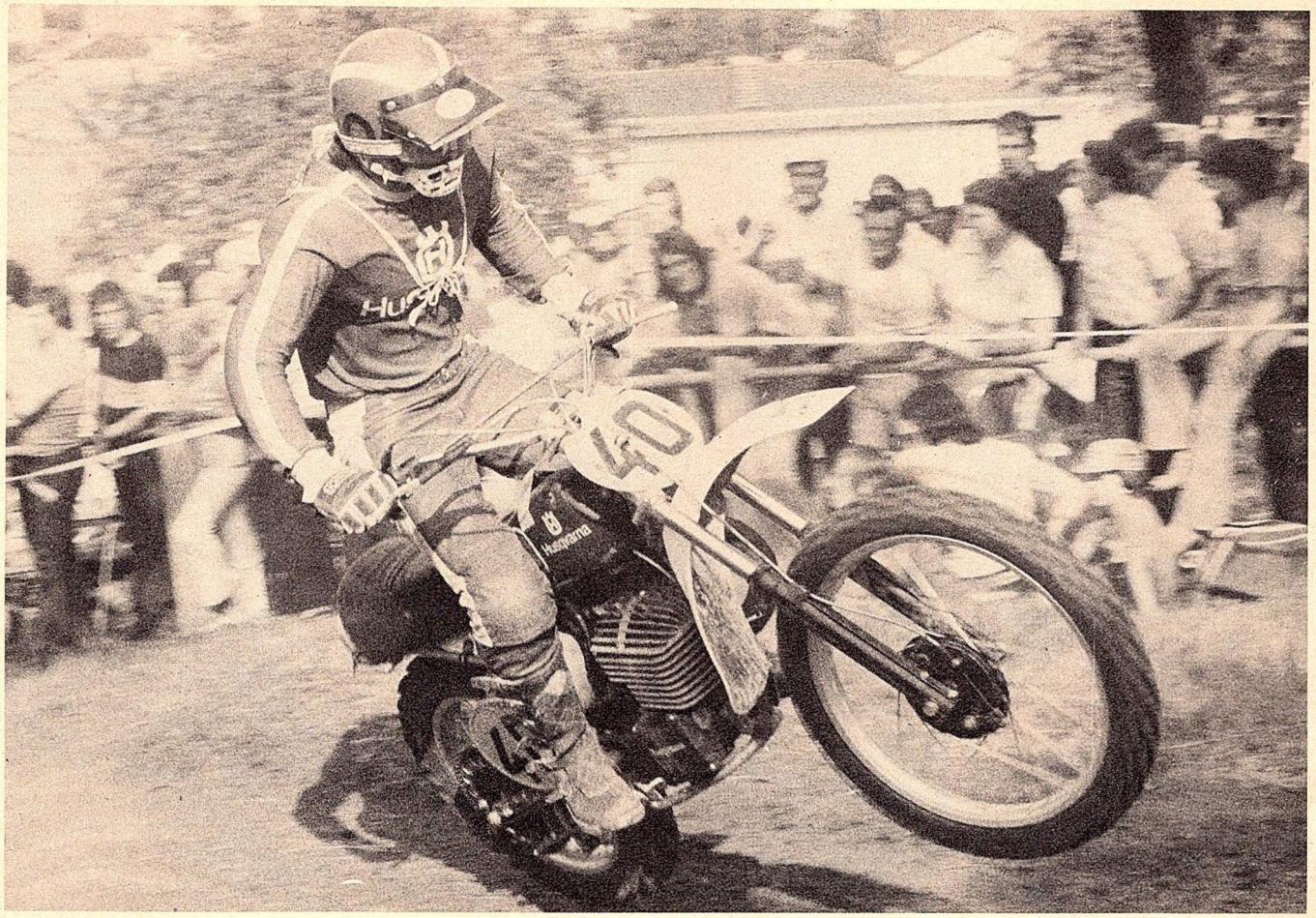
BRAD: Sure, like Brian Kenney or any of those other American guys who have been in Europe. They all stay in France. I'm sure they've made lots of money because they're from America and the promoters over here know they had to come all the way from America and then they pay you money.

TERRY: The spectators come through the gate to see Americans, too. That must be part of it.

BRAD: Sure. There's a guy who lives up by my house named Mike McQueen. He signed up at all the races as an American named McQueen — and guess who they thought he was — and guess how much start money he got at all his races.

TERRY: How do you work out all your contracts over here? Do you have a manager?

BRAD: Yeah, you're supposed to



have a manager that you know well and who is not going to cheat you. That's his job, just being a rider's manager. If he is well liked by all the promoters and works hard to get you as much start money as possible, then you get good start money and you give him ten or 20 percent.

TERRY: He's the guy who fills out your calendar for you? He makes sure you have a race every weekend?

BRAD: You tell him when you want to ride and tell him if you want to stay in Belgium or go to France or you can leave it up to him to find the race with the most money and you go there.

TERRY: Have you been able to do much International racing this season?

BRAD: I've been in Belgium most of the time except for one in Austria and one in France. Since the Grand Prix season started I've been to two International races, one on a Sunday when there was no Grand Prix and one on a Thursday. There's one in Italy this Thursday that we aren't going to because our bikes won't be ready.

TERRY: What about the hotel and the places you stay and the food you get over here? Have you adjusted to that yet?

BRAD: Never. They're shitty places. They cost about twice as much as the best Holiday Inn and they're worse than a Motel Six. Think of the shittiest hotel you ever stayed in back in the United States when all the others were full and you just stayed in some rat's hole thing. That's what they're all like over here and they cost as much as the Hilton.

TERRY: Are you getting used to the food?

BRAD: Oh, I've always been kind of used to it. I enjoy a few things. Everybody thinks Europe is the hot ticket for all the good food and everything, but you have to go to the million-dollar places and you have to have somebody tell you what to order to get that kind of stuff. When you're traveling on the road you never get anything that good. Once in a while you'll come across something you like, but you get so used to shit that when you get something normal you think it's special.

TERRY: What country do you like best? Is there anyplace you feel more at home than anywhere else?

BRAD: It's all Europe. I really can't get excited about one special place. Sweden and Finland are nice. It's more clean, that's why I like it, y'know? It costs a lot, but it's cleaner.

TERRY: When was the last time you had a weekend without a race?

BRAD: Roger's wedding was the last time, and before that, it was probably a year.

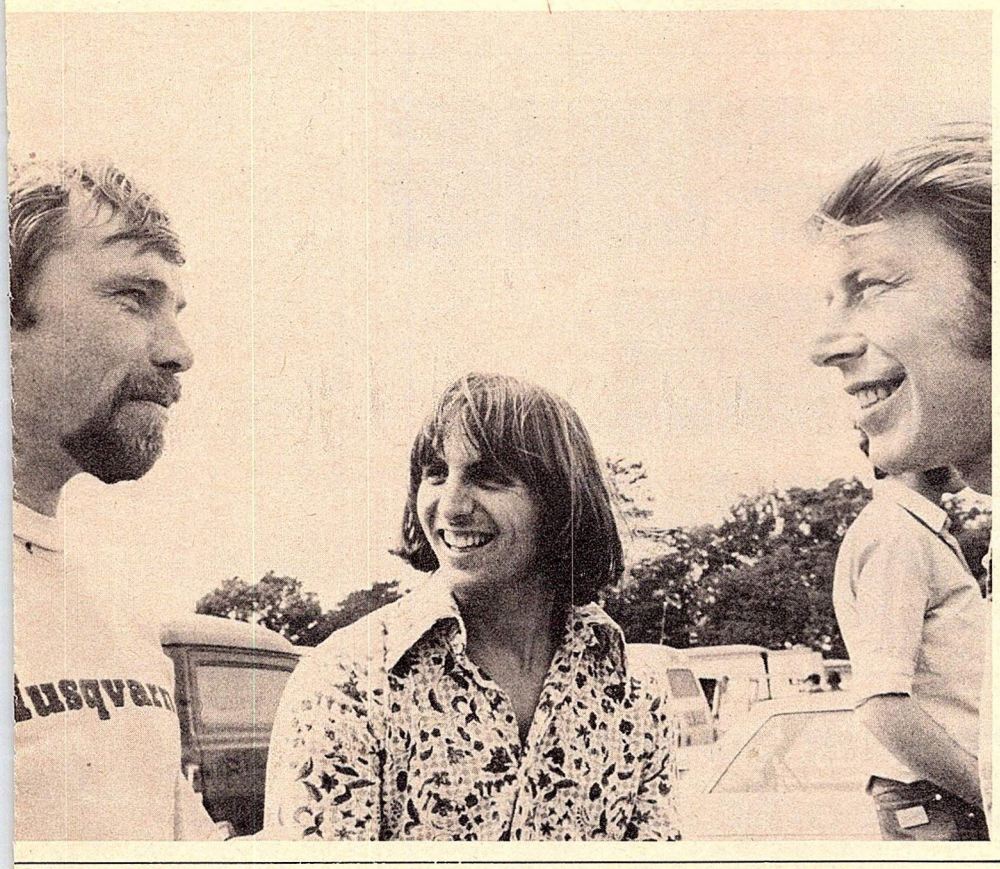
TERRY: What would you do if you had two months off?

BRAD: I'd go cowtrailing. I'd get a Husky Six-Days bike and just go cowtrailing with all my buddies. But see, you have to have the other guys off too. If you're the only one off it's burnt. You ain't got nothing to do by yourself. I'd take my Ski-Jet and go Ski-Jetting on the lakes and kick back and go fishing and cowtrailing and just have a good time.

TERRY: Ever think you'll have a chance to do that?

BRAD: Not for the next few years, I don't think. You know? That's why a lot of people see the riders having fun at the races and

"Grand Prix racing is what I'm doing and I'm interested. If I wasn't, then I wouldn't be doing it."



get down on them. The riders are supposed to sit around and act serious and pout all day, y'know? Shit! When do we get to have fun? You have fun all week but we've got to have fun when we can. That's the way I look at it. I've always tried to have fun at the races; race my mini bike around and joke around. That's what I do to have fun. It's the only time I get to have any.

TERRY: Even during the week you're working?

"The motels are shitty places. They cost twice as much as the best Holiday Inn and they're worse than a Motel Six."

BRAD: Yeah, or going somewhere to be at the next race. Everybody thinks you work 60 minutes a week on the racetrack and that's it. They don't know.

TERRY: Is the middle of the week work harder when you're in Europe?

BRAD: Yeah, because you have to drive more. The distance is less but it takes longer because the roads are so shitty and you've got to stop so many times for changing money and borders and stuff.

TERRY: Brad, you make Grand Prix racing sound like more trouble than it's worth. Why do you do it?

BRAD: I like the tracks and the way you ride with the riders over here. Everybody's going a lot faster so I can be more enthusiastic about what I'm doing here than I could be at home. It's just not as much fun back in the States.

TERRY: Having raced every weekend for the last three or four years in Europe and in the States, do you ever have any difficulty getting pumped to go racing?

BRAD: If I know I'm going to a shitty place like Czecho, and I know it's going to be raining and I'm going to have to hassle with all the border guys and my car ain't running right and everything ain't boss, then you know it's kinda hard to get really jazzed. But if it's a normal day — even if bad things happen — I can still be enthusiastic. For me, Grand Prix racing is what I'm doing and I'm interested. If I wasn't, then I wouldn't be doing it. *

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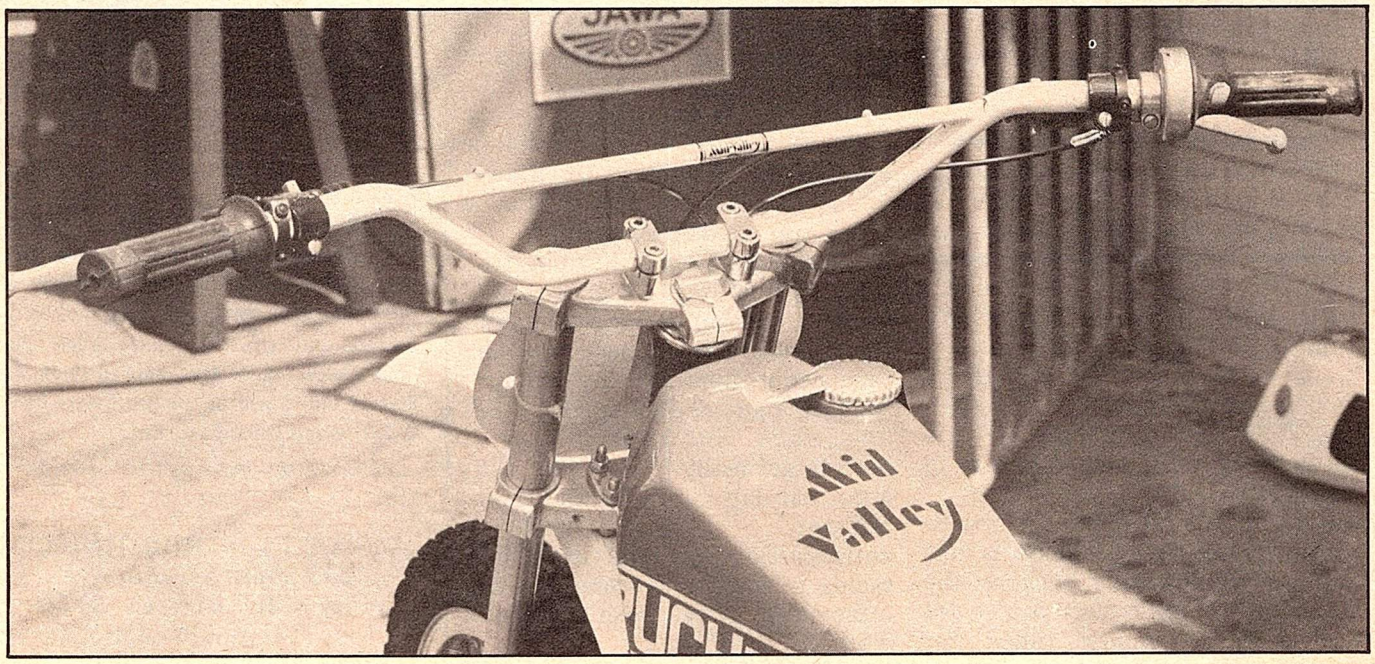
PEPPING THE PUCH

With the added power the Puch becomes a threat

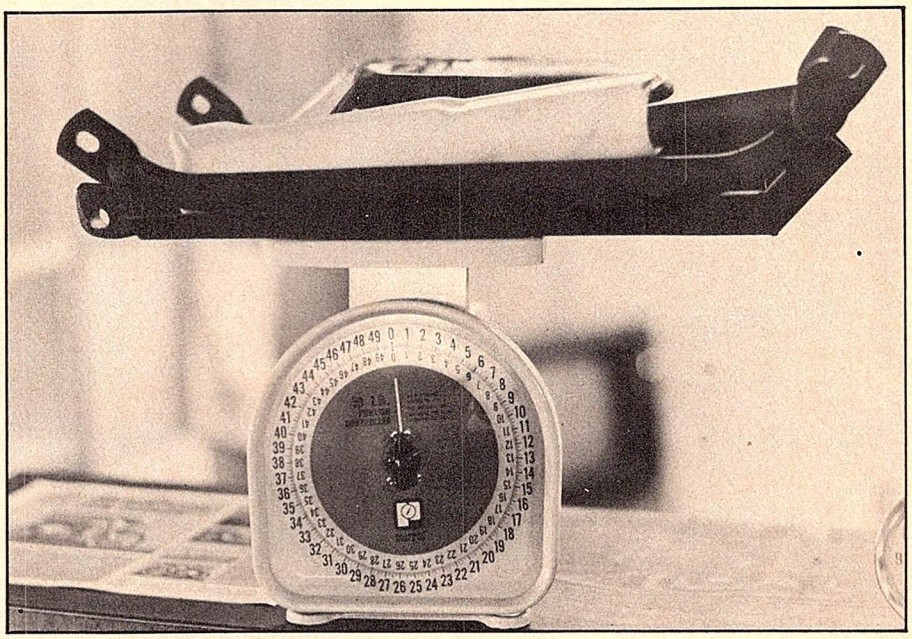
There isn't a motocross bike on the market that suits the individual needs of every rider. If there were, everyone would be riding one brand of bike and you wouldn't be reading articles like this.

Some bikes just need changes to suit the comfort preferences of the rider. Others need changes to make the bike acceptable to *any* rider. In the case of the Puch 125, the only shaping that needs to be done is in the power department. It's not competitive in its stock form. Power-wise, that is. As we said last month in the race test of the Puch, "Handling it's got." Another thing we mentioned last month was that we'd much prefer to hop up an engine instead of trying to sort out serious handling problems. Such is the case for the Puch 125 MX.

Ordinarily we would have to do a lot of scrounging around to find out the hot setup for a new bike.



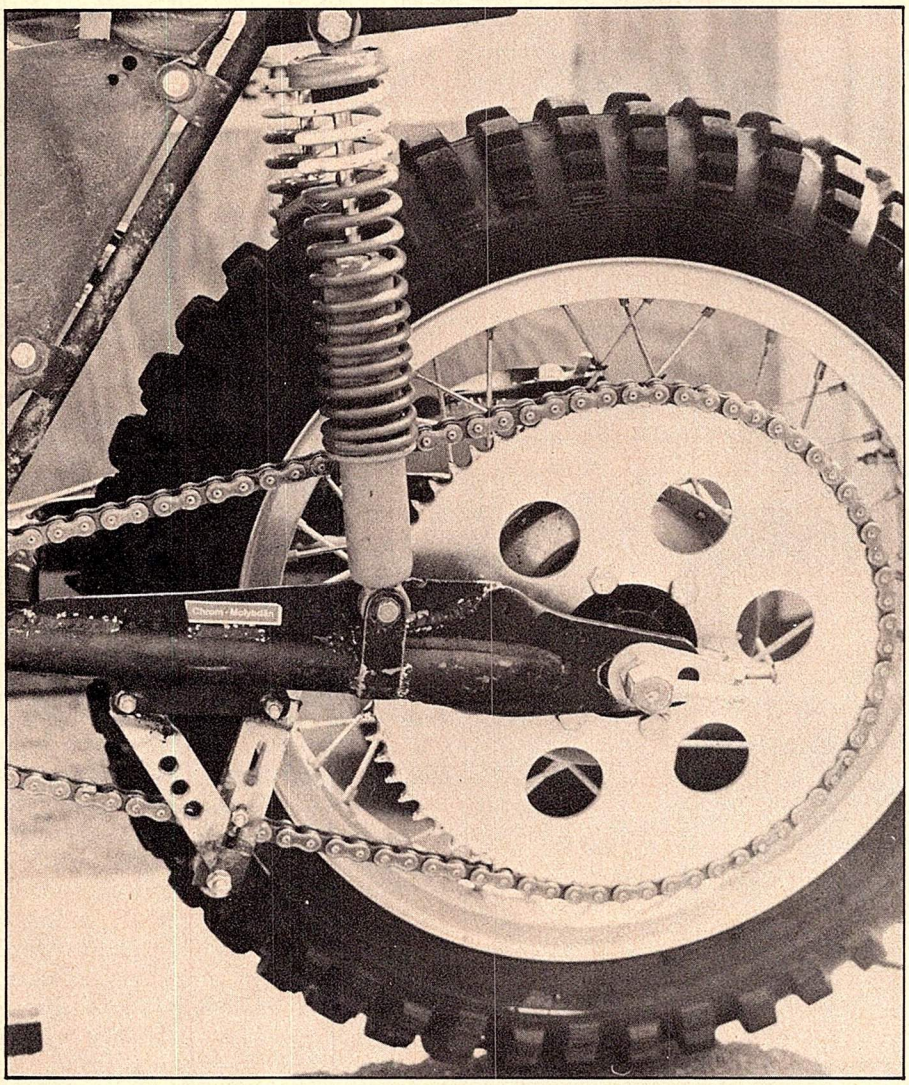
Skid plate, chain guard, rear fender bracket add up to six pounds less for the little Puch to haul.



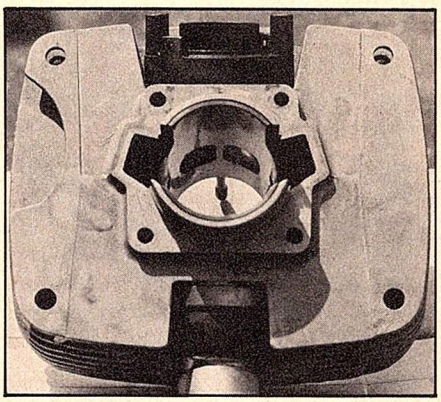
Especially for a brand of bike that is not at the top of the sales charts, like the Puch.

We had heard that Mid-Valley Cycles of Van Nuys, California, was doing a lot of work on the new Puch 125, and that they really had one dialed in. They were winning races! When I was at one of the district MXs one kid had told me that one of these bikes had blown off his Honda, bad. Some people tend to exaggerate, and although we don't think that it's going to blow off the "hot" Hondas in the class, the Mid-Valley Puch is competitive with them.

Andy De La Torre, the owner of Mid-Valley, wasn't very secretive about what they have done to shape the bike. He answered all our questions, and told us where to get what answers he didn't have. In his case he has something to gain, because one of the major modifications to the bike is the pipe, and he has spent some time trying to come up with the right combination. Now that he's got it he is willing and able to sell the pipe to interested Puch owners.

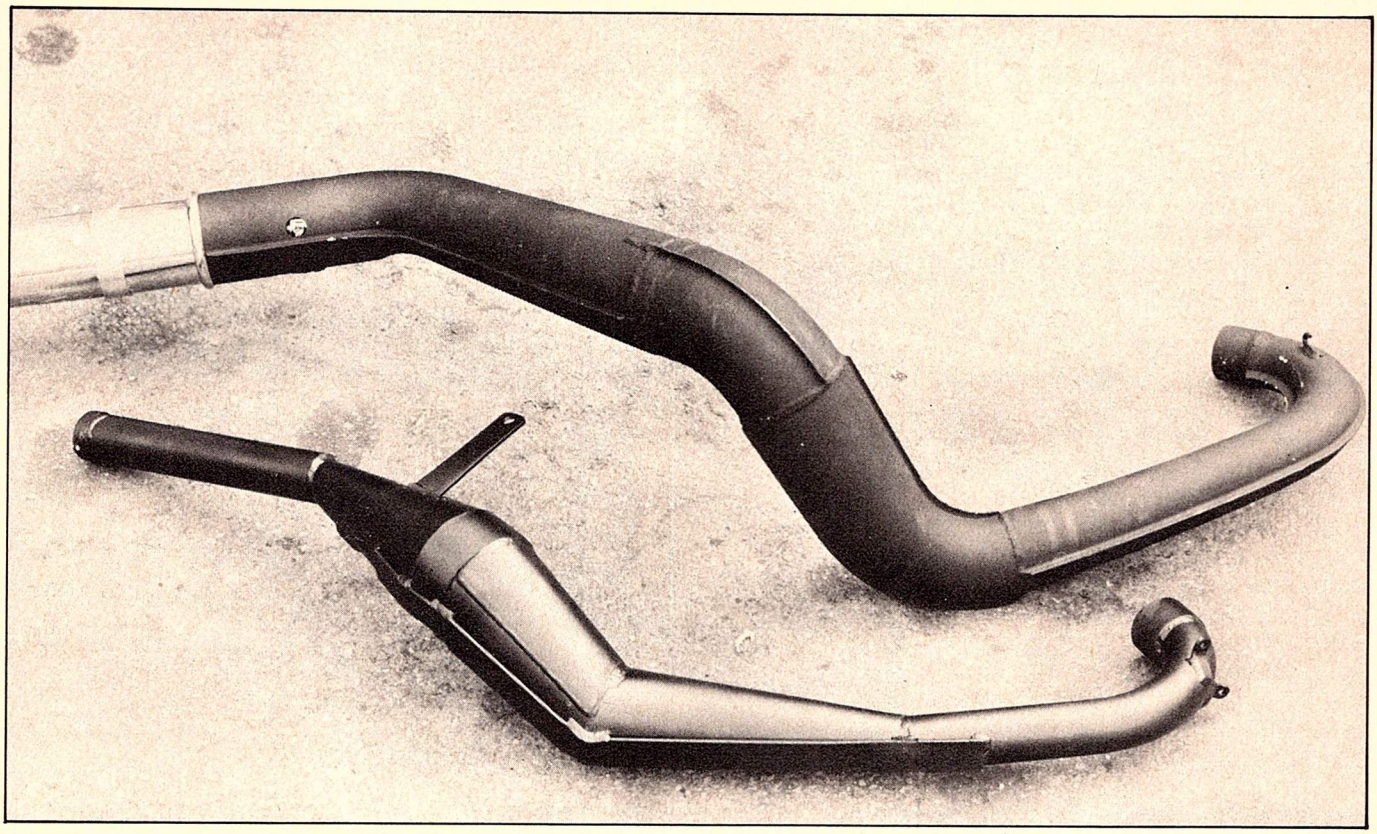


Boges moved forward three inches on the swingarm of Tony's bike were the hot setup.

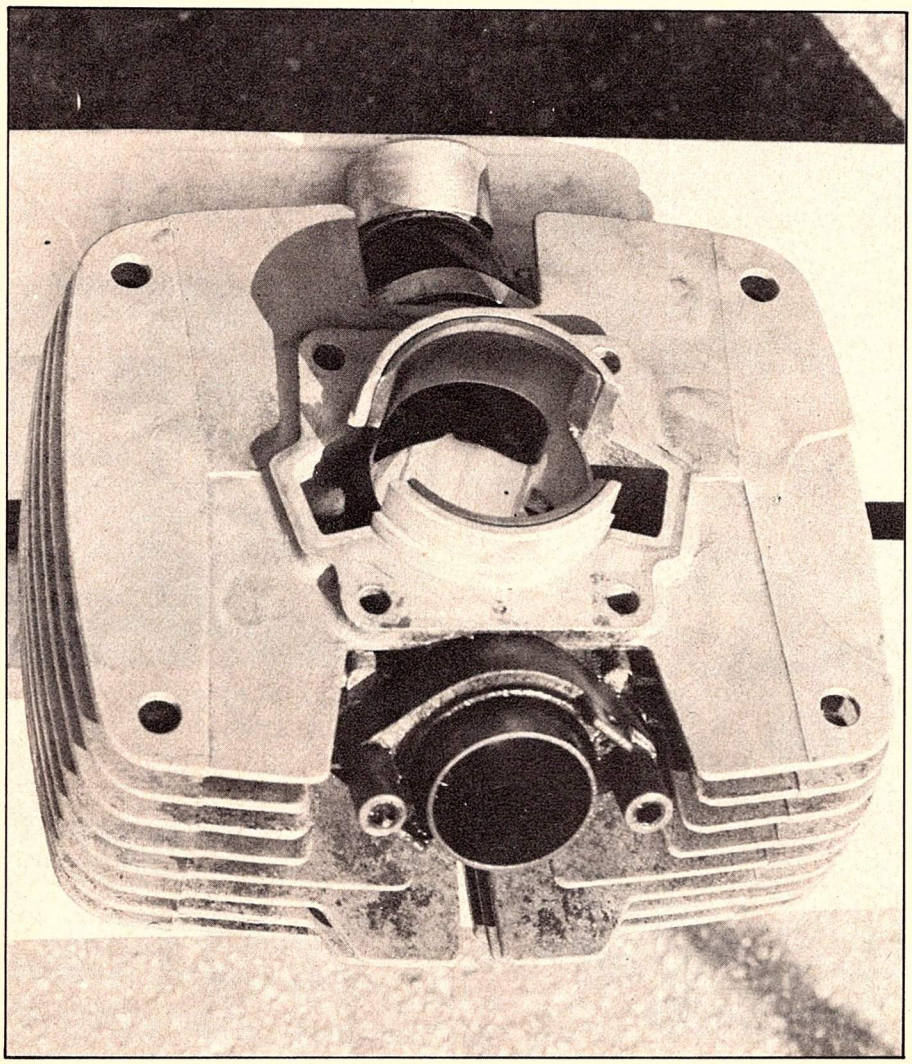


Exhaust ports are raised one and a half to two millimeters.

If you read the report on the Puch 125 in last month's MXA, you already know that the bike is overweight. Weight is horsepower! The Mid-Valley bike weighs slightly *under* 200 pounds wet. This was achieved by removing the



Besides an increase in power, you pick up a six-pound savings in weight using the Mid-Valley pipe. You guess which one is which.

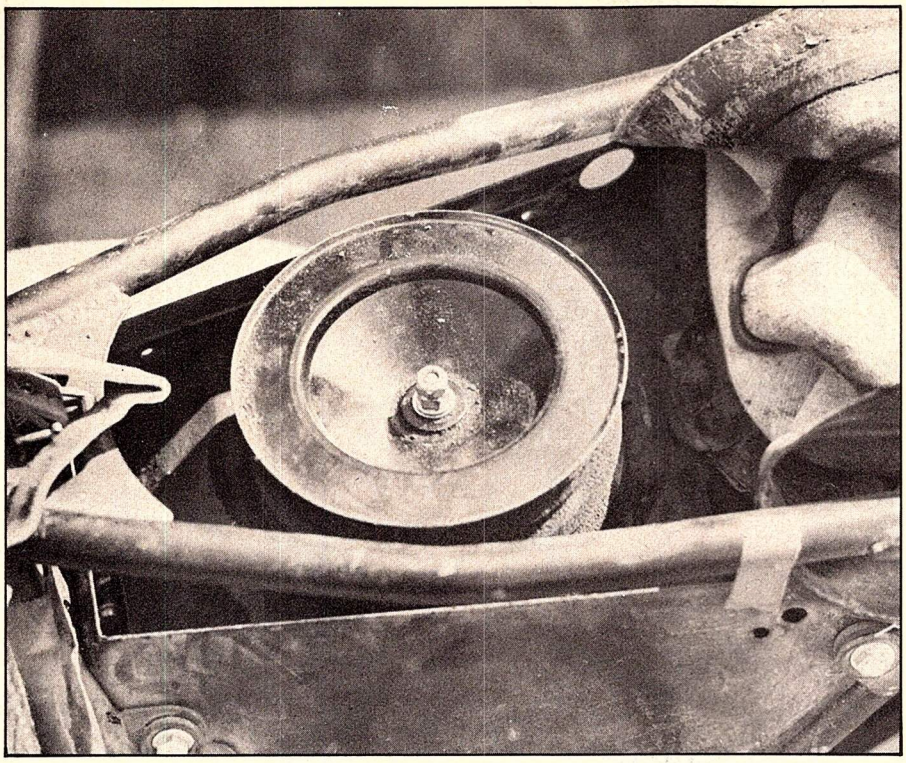


Intake ports are lowered a whopping six millimeters.

skid plate, kickstand, chain guard shield, steel rear sprocket, rear fender bracket and, of course, the pipe. Chrome moly bars replaced the stock unit.

The other change to the exterior of the bike was the repositioning of the shocks. The top mounts were left unchanged and the lower mount was moved forward on the swingarm approximately three inches. The lower bracket was reinforced also. Once the swingarm modifications were made, a set of Boge shocks were bolted to the bike. The oil used in the Boges is the Molly Blue-medium. A 90-pound spring is used for a rider of about 150 pounds. The other major modifications were made to the engine.

The porting modifications that Andy ended up with are fairly drastic. The intake ports were lowered 6mm and the exhaust ports were raised 1-1/2 to 2mm. Chuck Daly of Hercules Distributing mentioned that he raised the transfers about a 1/2mm also. The Puch's head was



Filtron isn't stock. Air box is, but Andy's trying for a substitute to save weight.

milled .060-inch by Daly to bring up the compression. The spec sheet on the Puch states a compression of 13.8:1 stock, which is fairly high without the modification. Even so, the Puch 125 with the head milled is improved, and with the massive cooling fins on the cylinder and head there have been no problems.

Mid-Valley tried the Suzuki small-rotor ignition for a while but opted to go back to the stock Bosch Electronic setup. As we mentioned in the Puch test last month, the distributor is going to try for a Motoplat as an option or accessory.

Even if you don't change the

Cont'd. on page 69

Jeff is running with the stock shock position, but one of the first mods he made was more padding in the seat.

YAMAHA

"Just when my bike gets good enough to win everything, Yamaha sells it to everyone else."

Pierre Karsmakers has been riding Yamaha Monocross machines for over a year. Pierre Karsmakers has won a lot of races in that time. And he was not exactly overjoyed when we told him that Monocross suspension was going to be standard equipment on the MX250 and MX400.

"This may cause a temporary setback in my plan to become Motocross Champion of the Universe," he says. "From now on, I'm going to have every fast kid and his brother breathing down my neck. Because I'll tell you something about that Monocross. You don't feel the bumps on those machines. You don't get the uncontrolled sliding and the high-siding. You don't have the wobble. You don't fight the steering. You just *go*.

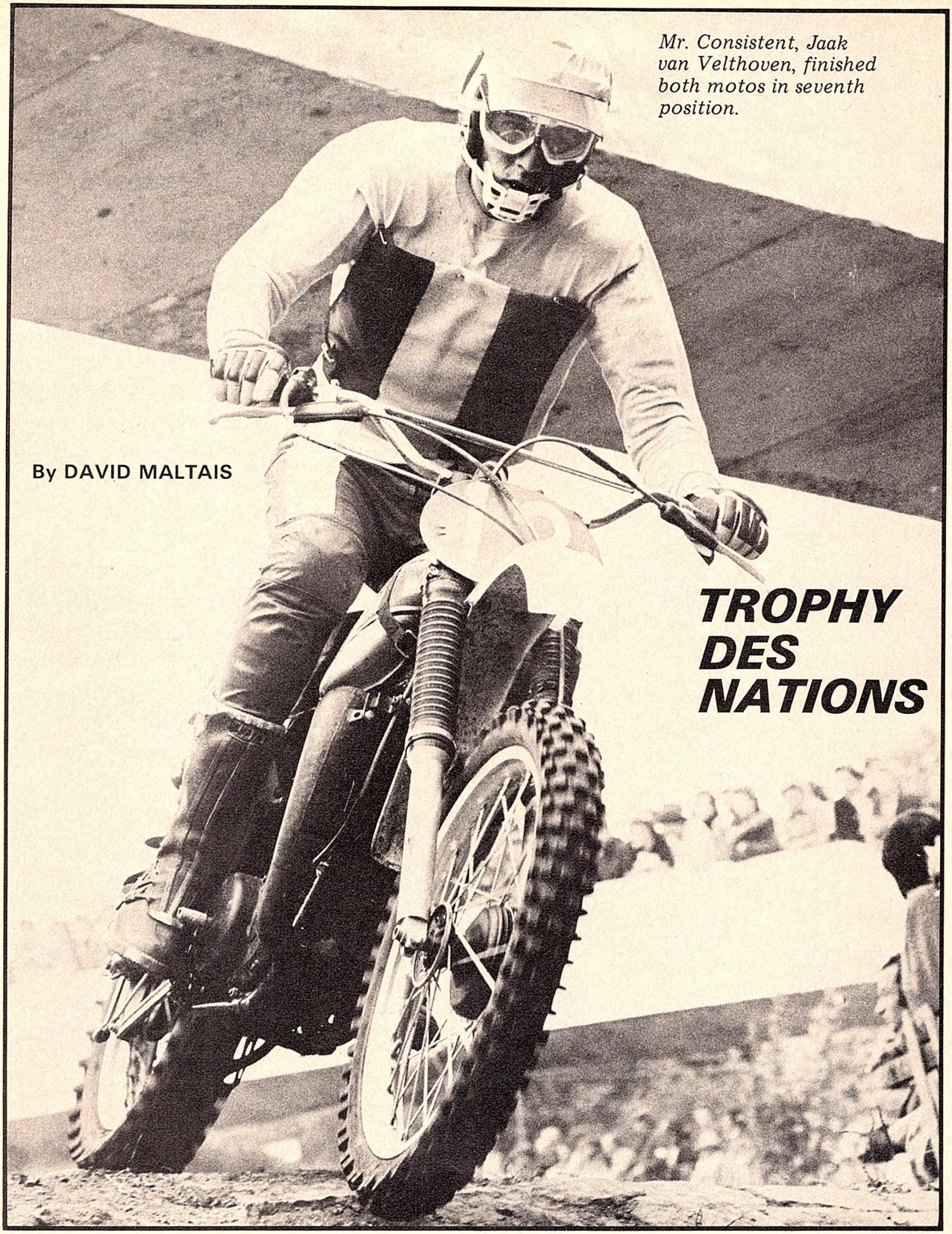
"And I'll tell you something else. You put two guys of equal ability up against each other, and the rider on the Yamaha Monocross is going to win.

"I guess all I can do now is make sure there are no other riders of equal ability."

The new Yamaha Monocross MX400.

The new Yamaha Monocross MX250.

Someday, you'll own a Yamaha.



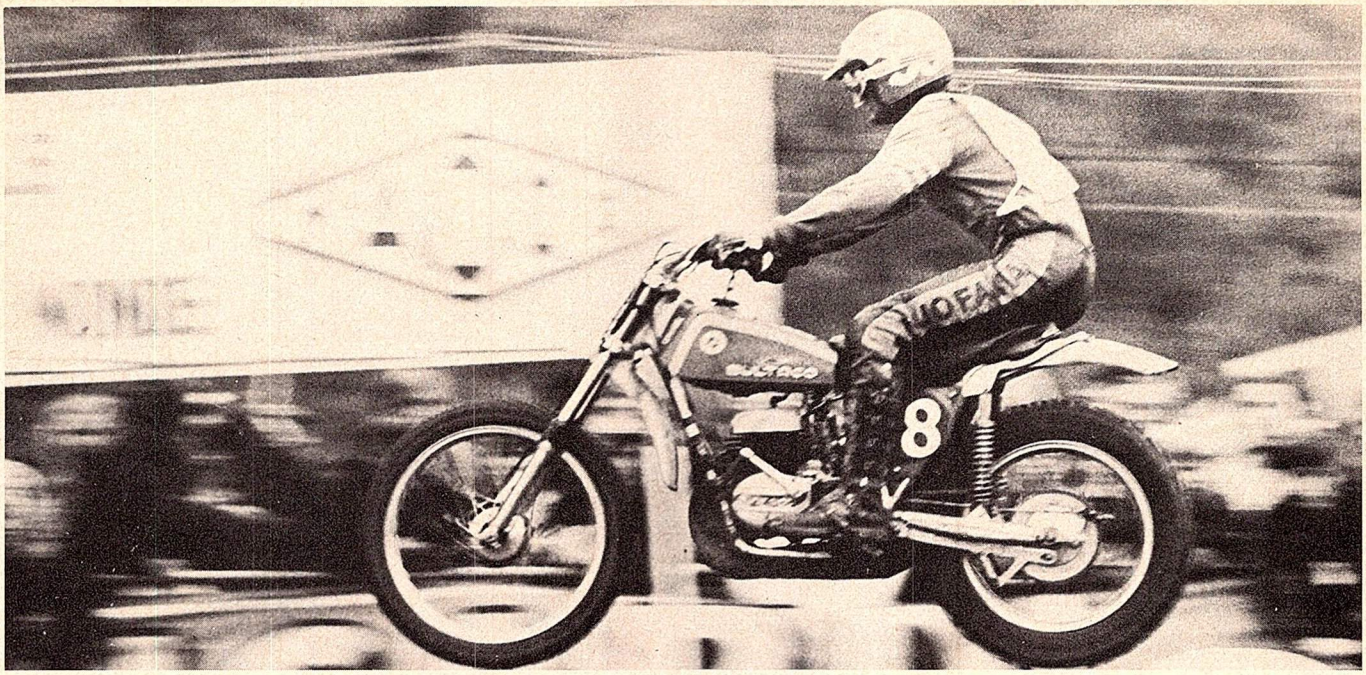
Mr. Consistent, Jaak van Velthoven, finished both motos in seventh position.

By DAVID MALTAIS

TROPHY DES NATIONS

VESOUL, FRANCE

BELGIUM MAKES IT SIX IN A ROW, THE U.S.A. DOESN'T SHOW



Aberg was really flying in the second moto but it wasn't enough for the Swedes to hold second.

The European motocross scene usually centers around the World Championship rounds, the big International races and the Championship races of each country. The same riders are seen in one class the whole season from April to August and there is no way to compare the calibre of riders in each class until they meet head to head. There is much speculation as to who is the best rider in the world, but it can only be determined when the two classes are joined at the end of the season to compete in the Trophy des Nations (250) and the Motocross des Nations (500). The races consist of four-man teams from all the countries that take part in the World Championship motocross series. These top four riders that represent their country may ride whatever brand they have been competing on for the year, as it has nothing to do with factory championship results.

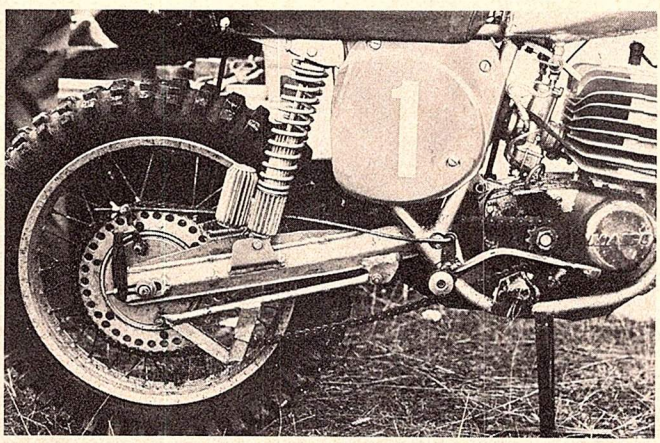
These two top MX events got their start in 1961 under the sanction of the FIM. The Trophy des Nations was held in Avigliana, Italy, that year, with England taking first honors, followed by the teams from Sweden, West Germany and Belgium.

Belgium has won it for the last five years in a row and this year, even before the race, it looked like they were the strong favorites to pull it off again. Heading up their all-star lineup was three-time World Champ Roger DeCoster, and along with him from the big-bore class was Jaak van Velthoven, considered by many to be one of the most consistent finishers in the sport. Rounding off the team was Belgian 250 National Champion Harry Everts on the Puch and Gaston Rahier of Team Suzuki.

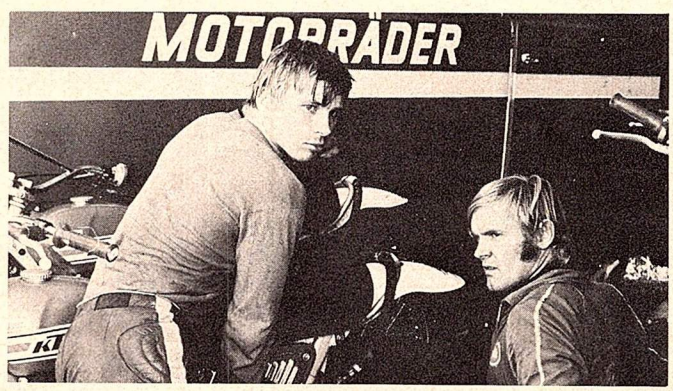
Sweden looked equally loaded, with former World Champ Bengt Aberg aboard a Bultaco, and last year's 250 World Champion Hakan Andersson on a Yamaha. Arne Kring on Husky and Torlief Hansen on Kawasaki are consistent and strong front runners.

The third favorites were the West Germans, with the likes of Adolf Weil, Hans Maisch, Herbert Schmitz and Fritz Schneider.

The program listed Mike Runyard, Jim Pomeroy, Marty Tripes and Bryar Holcomb for the United States, to be managed by Marvin Wright and accompanied by Dave Welch to sit on the International jury. The U.S. team never showed, and many people asked what happened. No factory support, conflicting race schedules and a number of feeble excuses



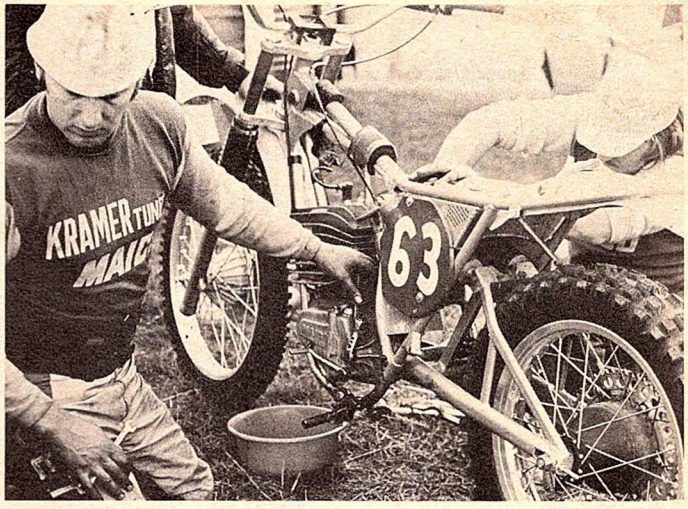
Weil's Konis sported American reservoirs.



The controversial Russian, Popenko, should be a prime candidate for the moto-ball circuit if the FIM ever gets it going.

GAULOISES
MOTUL

Weil and Karl-Heintz, the head Maico wrench, can't believe it was that easy.



The Kramer-designed Maico with dual-shocked cantilever suspension was ridden by Lotscher.

OPPOSITE PAGE: Adolf Weil is about to find out if those trick internal spring forks are going to handle that hole in the middle of Vesoul's blue groove.

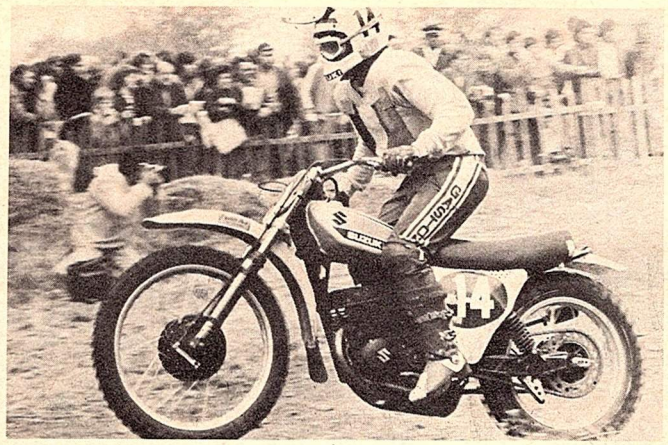
could have been the reasons. It is too bad, though, that our riders missed the experience of banging handlebars with some of the best riders in the world. Just to prove that the U.S. is becoming a serious international contender should have been a strong enough incentive for the powers that be. The Europeans know Lackey and Pomeroy pretty well after a couple of full seasons, and it's about time that they see some fresh blood racing MX across the big pond.

There is no reason that the United States couldn't have this event staged at home, but the FIM rules state that a country must participate in the event for three consecutive years before it can be considered a host. We lost some valuable time toward this goal. It is exciting racing, to say the least, when you have the cream of each class in the same event. Shame on you, Dave Welch and AMA.

Vesoul is a few hours west of the Swiss border. The weather was typical of most of the season; cool, windy and raw, with the

DeCoster with a third and a fourth led his Belgian team to an unprecedented sixth Trophy des Nations title.

English journalist dazzling the French pit tootsies.



In the first moto Gaston's bars came loose. In the second everything came loose. He still persevered to a tenth and eleventh even though his team didn't need the points.

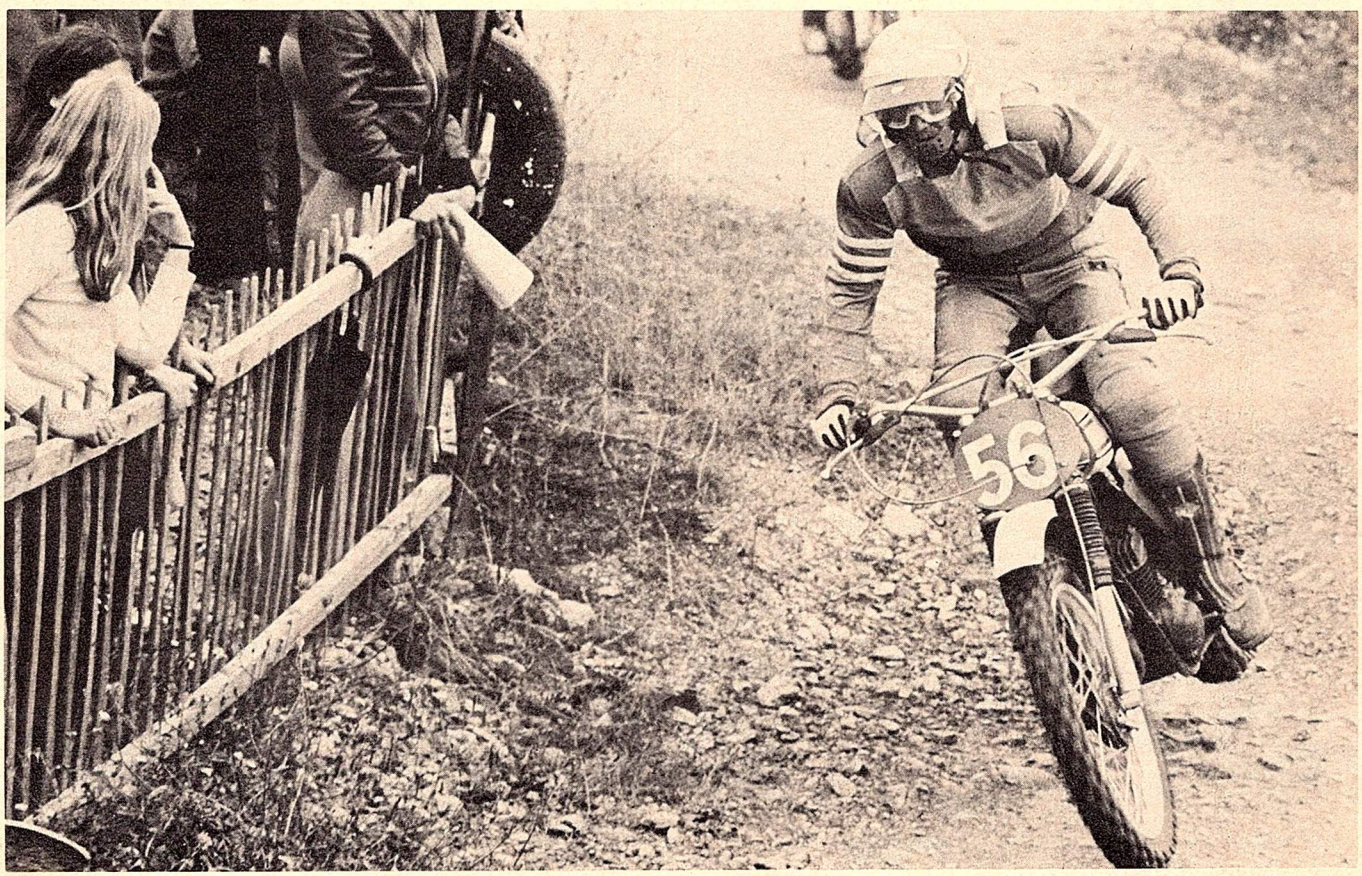
The Russian, Pavel Rulev, is about to get zapped as Maisch's skinny Metzeler gets some bite.

constant threat that the sky would unload buckets of wet at any moment.

The circuit was set in a woody hillside outside of town. The track itself was unreal! The surface looked like it had been prepared decades ago with cobblestone sections on many of the big jumps and whoop-de-dos. Large sections of the course were set in loose shale with snow fence lining the narrow, tight track. Concrete overpasses for the spectators left concrete pillars on the edges of the track, and the rest of the natural surface varied from slick grass, to soft loam, to hard, slippery hard-pack.

Adolf Weil rocketed into the lead at the start of the first moto and wasn't seen for the rest of the day. His teammate Hans Maisch passed Rulev to move into second spot early in the race, and then Roger worked his way up to third after a mediocre start.

Bultaco sensation Bengt Aberg moved into fourth and his teammate Hakan Andersson filled the fifth spot. The Belgian National Champ Everts picked up some valuable points for his team as he held down sixth after coming off early in the race and being run over by Rulev. Next was Yamaha pilot Jaak van Velthoven, being chased by the only Frenchman to break into the top ten, Serge Bacou. Rounding out the top ten were Jaroslav Falta, the '74 CZ sensation, and Miroslav



Hakan Andersson mono-wheels his Monocross before Popenko later mono-pegs his bike.

Maisch, the tall, lanky West German rider, had a fine day with a second and third for his efforts.

RESULTS
TROPHY DES NATIONS 250 - VESOUL, FRANCE

First Moto

1.	Weil, West Germany	Maico
2.	Maisch, West Germany	Maico
3.	DeCoster, Belgium	Suzuki
4.	Aberg, Sweden	Bultaco
5.	Andersson, Sweden	Yamaha
6.	Everts, Belgium	Puch
7.	Van Velthoven, Belgium	Yamaha
8.	Bacou, France	Maico
9.	Falta, Czechoslovakia	CZ
10.	Halm, Czechoslovakia	CZ

Second Moto

1.	Weil, West Germany	Maico
2.	Aberg, Sweden	Bultaco
3.	Maisch, West Germany	Maico
4.	DeCoster, Belgium	Suzuki
5.	Everts, Belgium	Puch
6.	Hansen, Sweden	Kawasaki
7.	Van Velthoven, Belgium	Yamaha
8.	Moisseev, Russia	KTM
9.	Schneider, West Germany	Maico
10.	Rahier, Belgium	Suzuki

Trophy des Nations
Final Results

1.	Belgium	32 points
2.	West Germany	38
3.	Sweden	43
4.	Russia	86
5.	France	88
6.	England	116
7.	Czechoslovakia	152
8.	Finland	170
9.	Switzerland	172
10.	Holland	194
11.	Ireland	201

Halm, both Czechs.

Since the top three riders from each team score points according to their individual placings (one for first, two for second, etc.), the Belgian team had the lead after the first race with 16 points. Sweden scored 23, aided by Kring's 14th, and West Germany a close third at 25 with Schneider's 22nd position.

Weil must have thought he was at home, because he did a repeat at the start of the second moto and left the rest of the pack just as if he owned the course. Andersson fought his way up to second place and the '73 World Champ from Sweden then set his sights for Weil until he was centerpunched by Victor Popenko on the KTM. Andersson had slipped in behind the aged Maico pilot and was pushing hard when Popenko, the kamikaze Russian, wouldn't shut it off coming into a turn and smashed into Hakan's Yamaha, knocking off the right footpeg. Andersson sped into the pits for quick repairs and hustled back out to finish in 17th place, but surely dropping the valuable points needed to stay ahead of the West Germans.

Bengt Aberg rode both motos to the max and his second place finish in the second race could have brought Sweden closer to the trophy had Andersson finished higher.

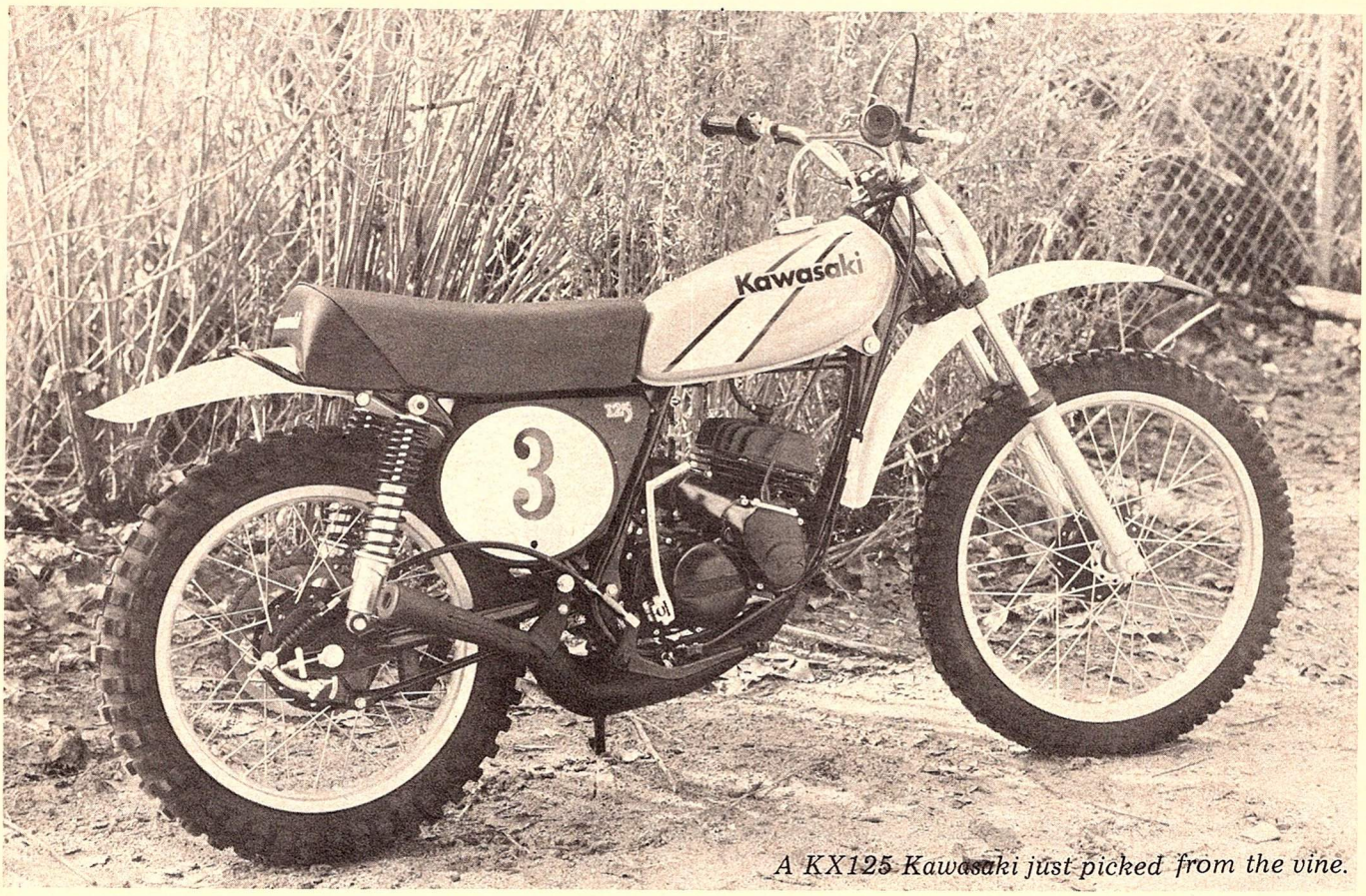
Maisch and DeCoster continued their first moto duel in the second round and the young Maico pilot edged Roger for the second time of the day.

Everts moved up a notch in the second race and was followed by Hansen, who was sidelined in the first moto when his Kawasaki's frame came unglued.

Jaak scored a seventh again in the second go-round with Guenady Moisseev improving his first moto 15th to place eighth.

Fritz Schneider of the West German team gave them the edge that was needed to move into second in the final standings with his ninth place finish, and Gaston Rahier picked up tenth to lock up the win for the Belgian team. Arne Kring was again Sweden's third finisher in 12th place, but it wasn't enough and Sweden slipped to third in the final standings.

I wish we had been there! *



A KX125 Kawasaki just picked from the vine.

At last! Competition for the Elsinore.

KAWASAKI KX 125

RACE TEST

Kawasaki PR rep Dan McCue enjoys his final moment of dryness. Dan drowned but the KX didn't.

The rotary valve engine is tough to beat in a dead pull.

Gassing it over rough sections would lock up the forks.

There are about a thousand KX125s in the United States as you read this, and the number will be growing very soon. The short supply of the little green streaker is not because of a lack of popularity. When it first hit the market it caused a lot of commotion and was rumored a possible threat to the domination of the 125 class by the Honda Elsinore.

Various reasons have been thrown out by the factory as to why they are in such short supply — production schedules, materials, energy crisis, etc. — but we have also found out there were some teething problems, and we think this is one of the primary reasons for that short supply.

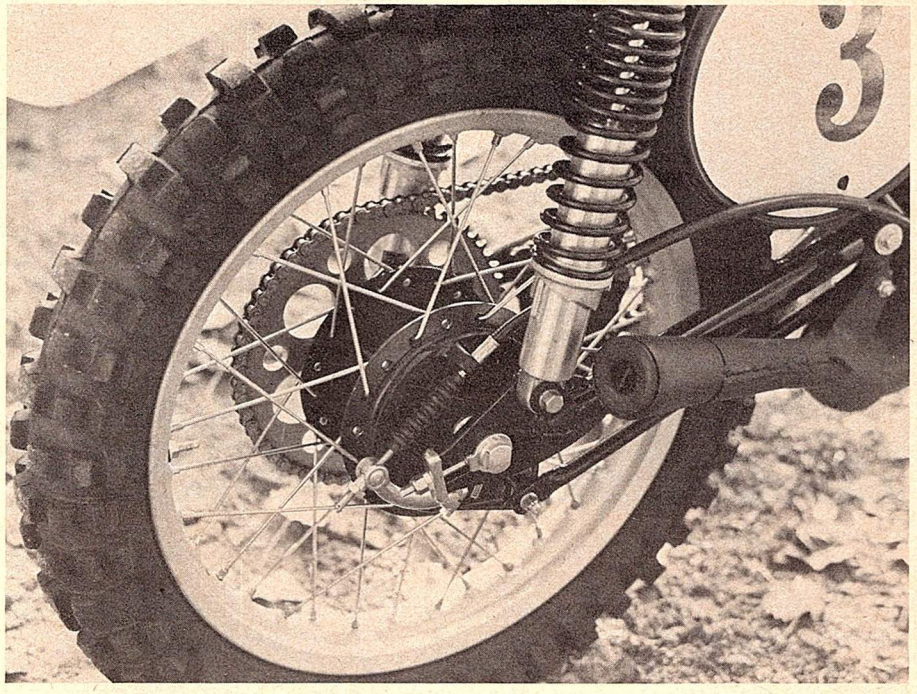
It took us quite a while to get our hot little hands on the KX125, but when we did we were treated in style. Not only one showed up, but three of them came, complete with an entourage from the distributor to see how we test bikes. The first day of testing, Randy Milligan and Dan McCue, who have the responsibilities of handling test bikes and public relations for Kawasaki, joined us. We were glad they were there. They had fun and went home as tired and muddy as we were. We were used to it, but we couldn't resist giving Dan an "interesting" day. Randy is another story. He is classed as an expert racer and can take care of himself. When they left we got to keep one of the KXs for as long as we felt it would take us to come up with a fair evaluation of the bike. We liked that and we abused the little booger. We ran the bike

on five different racetracks in the So. Cal. area. On different occasions it rained, it was hot, it was cold. You name it. The bike was thoroughly thrashed during the weeks that we had it.

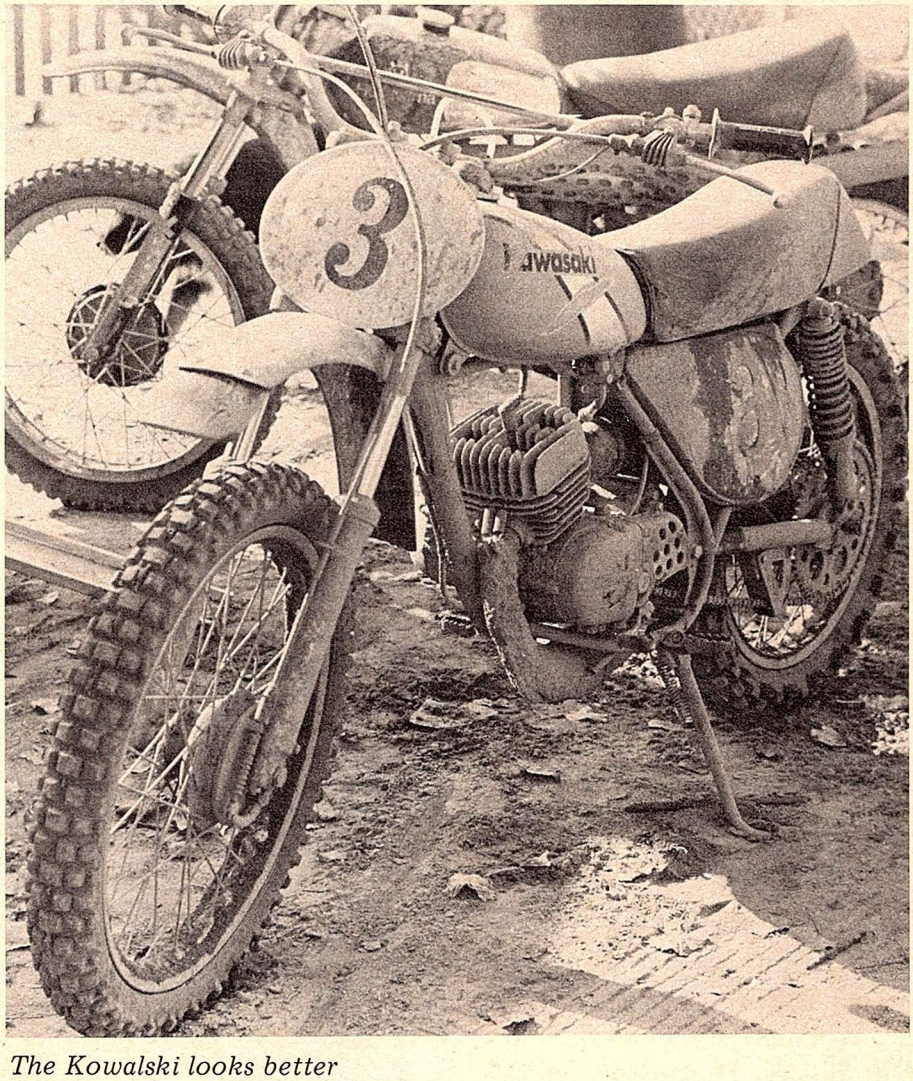
How did we like it? Was it as good as everybody was saying? You bet. We liked it a lot, and in fact feel that it has the best powerband and usable horsepower of any 125 on the market. The six-speed rotary valve powerplant puts gobs of power down low and then runs it through an rpm range that's as wide as Muhammad Ali's mouth. We had the opportunity to run it head-to-head against the '74 and '75 Elsinores. It didn't get beat. We even ran it against a tricked-out Elsie and they were dead even in a drag race. The owner of the Elsie didn't believe it was stock, so we got another KX125 that had just been assembled out of the crate and that *we* knew ourselves hadn't been tampered with. The new KX turned out to be a tad faster than the bike that we had.

Speed isn't everything. During our first introduction to the mean greenie it handled pretty good, but not real good. We blew the shocks out within a couple of hours. The Kawasaki people were there when we did it, which made it nice for us, not nice for them. They knew their shocks weren't that good anyway, but they also knew they had a pretty good bike in spite of some of the problems.

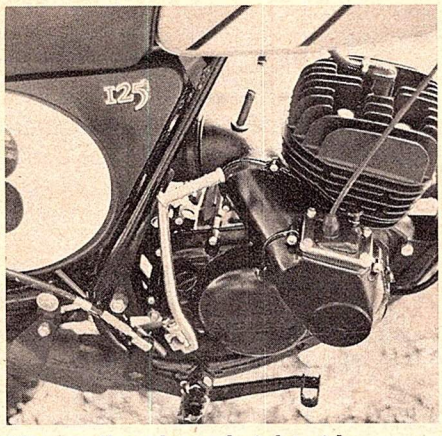
What are some of the problems that have been keeping the KX125 out of production? One major problem, we found out, has been the close spacing of the crank wheels, restricting lubrication to the rod, allowing for big end seizures. Another problem has been the wristpin bearing at the piston. The cage has been breaking up, causing a major headache for the R&D department. The only cure they had until new improved caged bearings were available was to install needles without the cage and then use a washer on each side of the rod to keep them in. The bike we tested was the *new* KX125 with incorporated changes to correct these weaknesses. We had *no* bearing problems and had occasion to check out the rod assembly from time to time, because we wore out two sets of



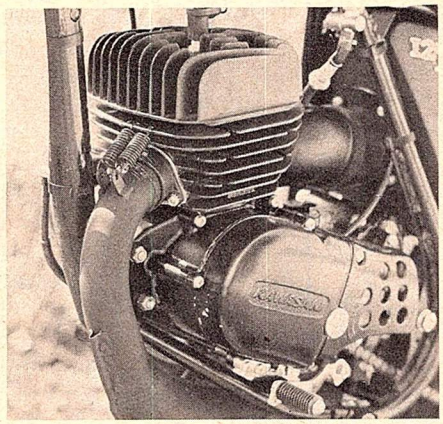
Tires, spokes, rims, hubs, brakes are excellent. Swingarm flexes. Shocks are burnt.



The Kowalski looks better dirty than most bikes do clean.



The well-endowed right side never bothered anybody.



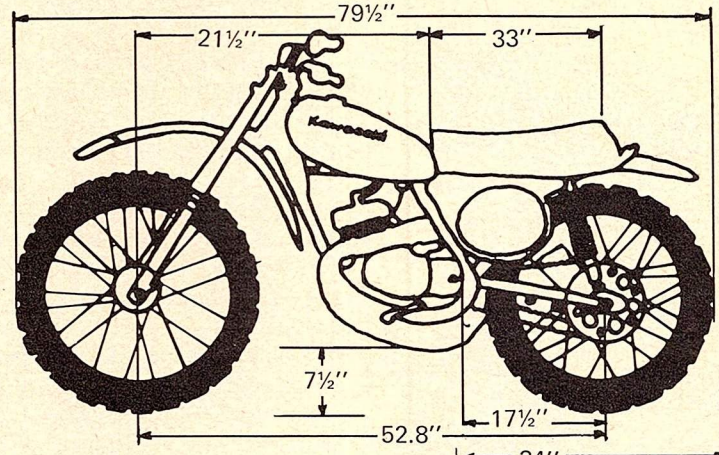
Best stock 125 powerplant we've tested. Three big transfers deliver the torque and an excellent pipe adds the power. You pipe freaks will please note the tapered header and staged defuser.

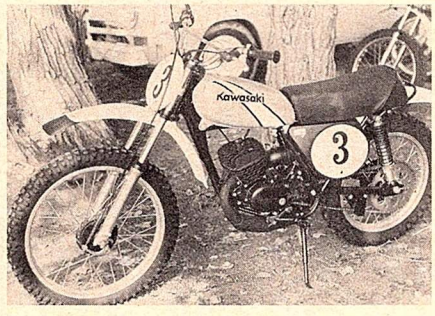
A broad powerband makes the Kaw react like a 250 in the turns.

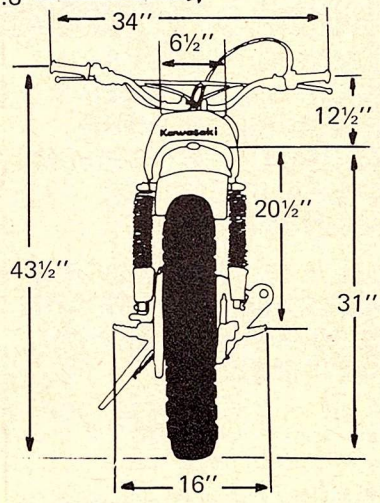
SPECIFICATIONS

MAKE OF BIKE: KAWASAKI

Model & Year	1975 KX 125
Engine Type	Two-stroke rotary valve single
Displacement	124.8cc
Bore & Stroke	56 x 50.6mm
Compression Ratio	8.0:1
Carburetion	26mm Mikuni
Ignition	CDI
Lubrication Method	Pre-mix
Starting System	Primary kick
Air Filter	foam
Recommended Fuel	Premium 20:1
Clutch	Wet, multi-disc
Primary/Ratio	3.14:1
Transmission	6-speed
Ratio	2.27, 1.69, 1.33, 1.14, 1.00, 0.89
Sprockets	13/60
Ratio	4.61
Color	Green
Frame	Single downtube, mild steel
Forks	5½ inches
Rear Suspension	3½ inches
Front Tire	3.00x21
Rear Tire	4.10x18
Curb Weight	192 pounds
Weight Bias	44% – 56%
Steering Head Angle	31 degrees
Fork Trail	5.09 inches
Fuel	1.7 gallons
Gearbox Oil	650cc
Forks	150cc



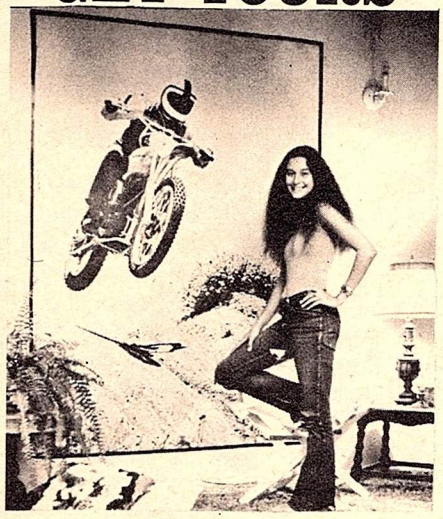




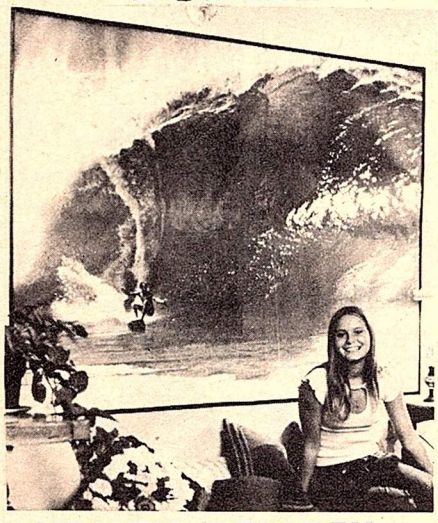
rings in the bike before we were done with it. We inspected the cage for the needle bearing each time and found no cracks. The big end bearing was obviously OK, because if it hadn't been it wouldn't have lasted the length of our test. The relocation of the crank wheels and the slotting of the rod at the lower end seem to have cured any problem the KX125 had.

The components that make up Kawasaki's little racer are excellent. Small strong hubs, excellent brakes, shoulderless alloy rims, bendable alloy control levers, spring loaded grippy pegs, cushy seat, small steel tank, light, sturdy air box and on and on. A lot of thought was put into the bike to make it race-ready. There is even an inline fuel filter. The plastic number plate and side panels are light and easily removable. The throttle assembly is also a light plastic. We broke it. It's made with a flange on the end of it which the special grip tucks over. The plastic used for the

GET YOURS



TODAY



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throttle is brittle and thin and if you fall you'd likely break it. We broke it without falling, if you were wondering.

Starting the bike was never a problem under any conditions. You could leave the gas on or off, it didn't matter. First-kick starts were the norm. On some very cold mornings we used the choke button on the front of the carb, but it was a convenience more than a necessity. On one occasion we were running the bike full tilt through troughs of water on the Indian Dunes course. The engine never sputtered. Almost every other bike on the course that day encountered carb and throttle problems. We didn't. Even after directing the spray of the 25-cent car wash on the engine and carb area after a day of testing it was a one-kick affair. We really liked that.

Riding position was comfortable for everyone who rode it. It was easy to move around on the seat and the narrow gas tank gave the necessary clearance for legs. The protruding carb assembly on the right side of the engine was never any problem and the brake arm was easily accessible.

You could lock up the front wheel with extra pressure on the brake lever, but it was a gradual process and didn't give you trouble when braking hard. The rear brake worked equally well and the cable actuated unit gave a more sensitive feel than the rod type, especially since the backing plate is not full-floating. You'll have to learn to use some discretion when braking hard when first riding the bike, especially on hard-packed, slidy surfaces. The tires have a lot to do with this also. They worked perfectly on the loamy, sandy-type courses, but weren't any comparison to what a Metzeler could do on the slidy hard stuff. The low-profile, wraparound Dunlops that come on the bike stock will meet most of your requirements, and then, when they are worn out — which won't take long — you can put on a set of rubber to suit your particular need.

Getting off the start line with the KX125 is probably easier than with most other bikes in its class. Depending on the course and starting conditions you can dial your power to order because of the wide powerband. When we were drag racing the Kaw against anything and everything we could get to go against it, we found that it got off the line well no matter who was riding it. A lot of different riders got to try it, because we would always switch riders when running up against another bike, to make it fair. The Honda, on the other hand, was a little more difficult, making it easier to blow a start because of the narrower powerband. To an expert it wouldn't make any difference, but to a novice it'll mean a bunch. The same thing can be said for the times when the rider is diving into a hard corner. The wider powerband lets you accelerate out much easier and with less downshifting. This all adds up to fewer rider mistakes because of the engine's power delivery. Again, this isn't that big a thing with the expert, but for everyone else it means more time to concentrate on something else. Like winning.

As we mentioned earlier, the Kaw 125 doesn't handle that good. When we blew out the rear shocks we replaced them with a set of Konis and ran them soft with a 75-pound spring. It was a tremendous improvement, but didn't solve all the bike's problems in the handling department. The forks were really screwed and needed something drastic. We couldn't find anyone advertising a kit, or anyone with the cure, until later on in our testing. As it turned out, a kit by Proven Performance Products developed during our test is going to be available by the time you read this, and it really shaped the handling. Prior to this change, the forks would hydraulically lock when gassing it down a bumpy hill or pounding through a rough section. We bottomed the forks out continuously, and found in a comparison with the Honda forks that it had almost an inch less travel. Another thing which made the whole handling package a problem was the flexiness of the frame components. Landing hard off a tall jump would wobble the KX three or four times before it

Cont'd. on page 70

RACE TEST (Almost)

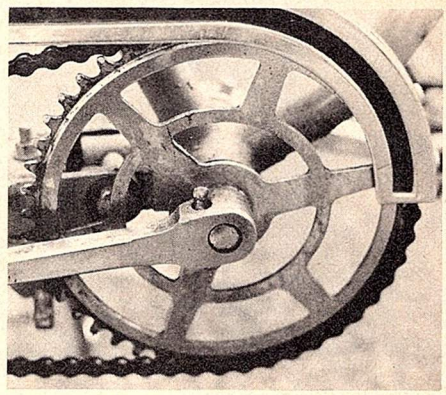
YAMAHA MOTO-BIKE

An 80-pound 12-year-old showed us why Yamaha's bicycle isn't winning any of their own races

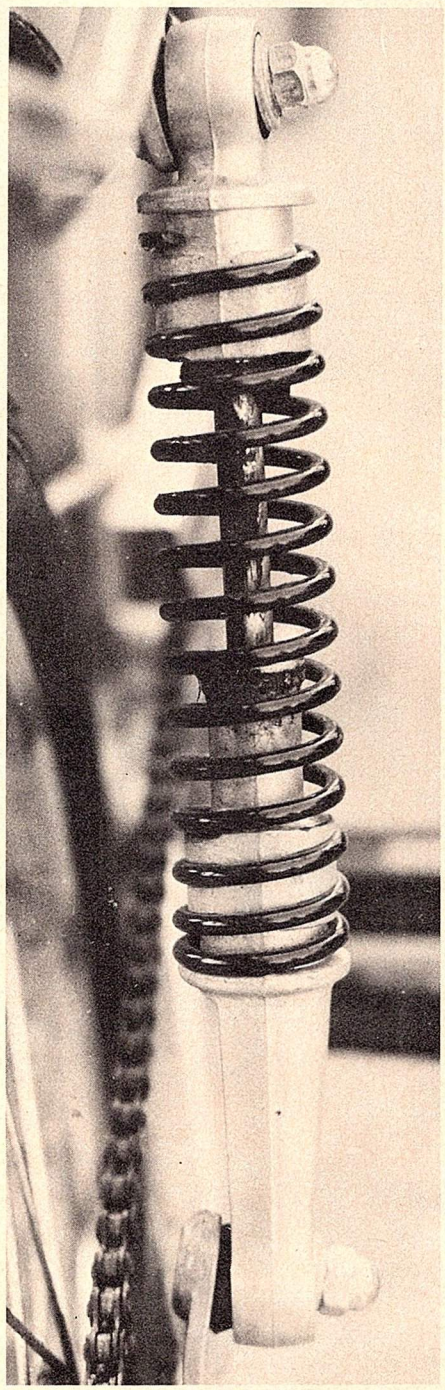
We received the Yamaha Moto-Bike a couple of weeks before the start of the Yamaha Bicycle Gold Cup series. It was our intention to find a 12 or 13-year-old and put him on the bike for a couple of the races.

The boy we picked weighed about 80 pounds and was a tad under five feet tall. He was given the bike to get some practice on it and see if it needed any changes

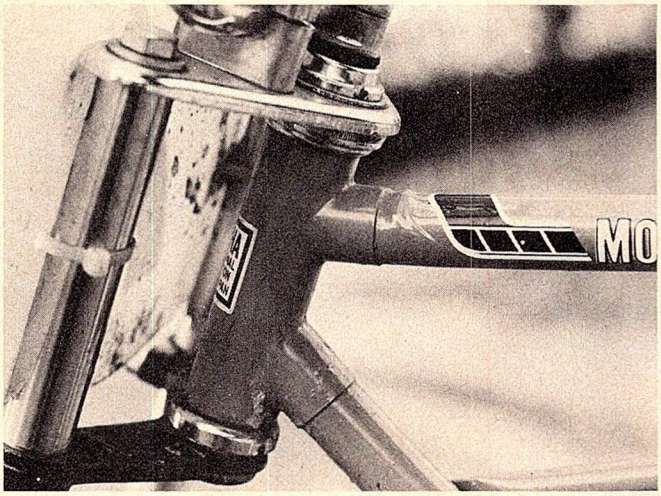
It weighs 40 pounds. Its competition weighs 20 to 30 pounds.



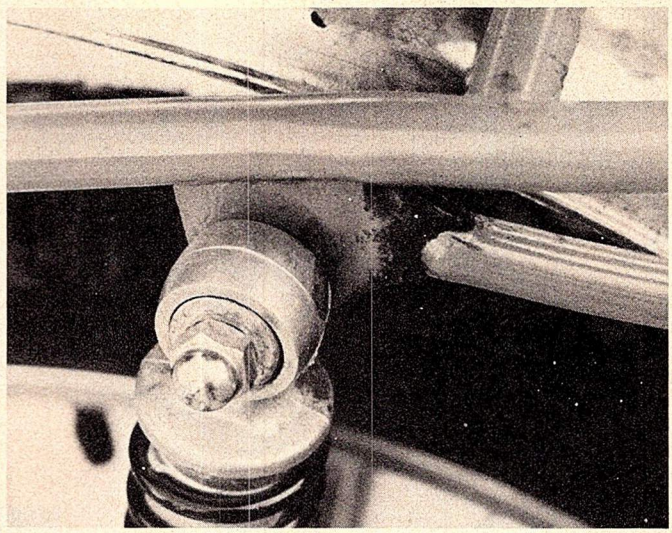
Crank pins break faster than the dealers can stock them. A cure is a Triumph kickstarter pin.



The other one looks the same.



We picked up a little more rake. It also kicked to the left.



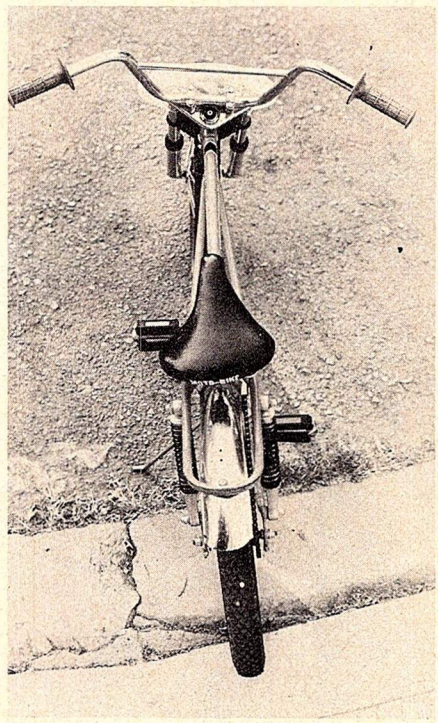
The other side cracked also.

YAMAHA INTERNATIONAL CORPORATION
MOTO-BIKE SPECIFICATIONS

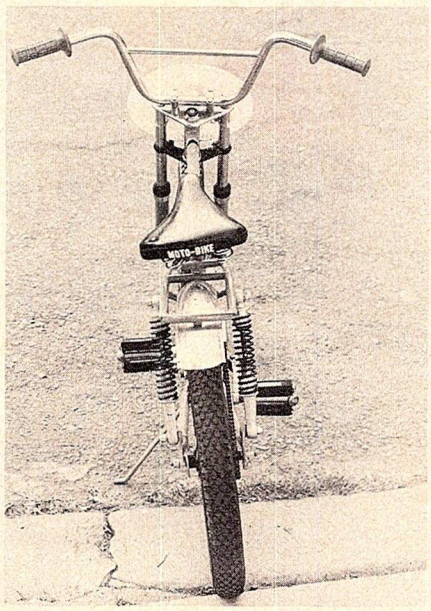
1-2 Specifications

Length Overall:	*57"*	*Front Fork Travel:*	*3"*
Wheel Base:	*36.4"*	*Oil Capacity:*	
Height Overall:	*37"*	*Right:*	*4.0 fl. oz.*
Handlebar Width:	*28"*	*Left:*	*4.4 fl. oz.*
Saddle Height:	*(adjustable)*	*Shock Absorber Travel:*	*2.6"*
Front Tire Size:	*2.125 x 20"*	*Front Sprocket Teeth:*	*46*
Pressure:	*30-35 p.s.i.*	*Rear Sprocket Teeth:*	*20*
Rear Tire Size:	*2.125 x 20"*	*Drive Ratio:*	*2.3:1*
Pressure:	*30-35 p.s.i.*	*Drive Chain Size:*	*1/2" x 1/8"*
		No. of Links:	*96*

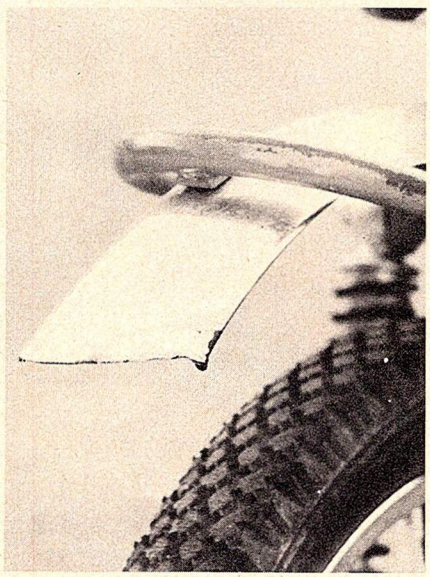
The MOTO-BIKE is one of the first bicycles designed specifically for operation over rough terrain. Its motocross type front and rear suspension offer unique advantages in traction and maneuverability not found in other bicycles. Both on the street and off-road, the MOTO-BIKE provides outstanding performance for expert and novice riders alike.



This photo was taken looking directly down the main frame tube so that it split the two cross-tubes that run to the down-tube.



Even the tires are burnt. The only thing our kid liked was the grips and they weren't Yamaha's.



Most kids replace the "slasher" rear fender with a Petty "Mini-Mudder" or remove it, period.

for his style. Three days later he said that he'd rather not race it. After looking at the bike we kinda got the message.

In our area this Moto-Bike retails for about $140 out the door. We expected much better from a company with the knowledge and background of racing such as Yamaha has.

We have talked to a lot of owners of these bicycles hoping to find that our test bike was a lemon. It wasn't. *

SUZUKI
SUZUKI
SUZUKI
2

250 GRAND PRIX
SWITZERLAND

DIRTY RIDING AND PUKE POLITICS DOMINATED THE FINAL GP

BY DAVID MALTAIS

OPPOSITE PAGE: Super shrimp Gaston Rahier showed some more of his occasional brilliance to the Swiss.

The final race of the 250 GP season was in Wohlen, Switzerland, and three riders had a shot at the World Championship going in. As it turned out, one rider never really had a chance, as politics and some bizarre events were to shatter his hopes.

Switzerland is a nice feeling. Lots of woods and rolling hills, quiet and clean air, friendly folks. . . .an immediate "make yourself at home" experience. No hassles. And in one small country, four languages are spoken fluently, take your pick: German, French, Italian and Romanisch, which is a base language that most European dialects are built on.

When we picked up our press passes for the weekend, the man handling the press facilities gave us an invitation for a sit-down buffet for the press and organizers to be held the evening before the race. Living in the van during the racing season, we sure wouldn't miss the chance to put on some clean threads and let someone else do the cooking.

Speeches were given in German and French by all the notables of the sponsoring club, Swiss Federation, et al. We were asked to enjoy the specially-prepared Swiss farmer's buffet, the likes of which you've never seen. I won't go into the saliva-secreting details, as no one wants to read someone's soggy issue of MOTOCROSS ACTION.

The evening was topped off with the president of the club presenting each of us with a boss Swiss army knife.

Sunday morning, race day, dawned sunny and cool. This was the final race in an 11-race series to determine the 250 World Championship. Three riders were in a position to win the Championship depending on the outcome of today's racing. The Russian, Guennady Moisseev, on an Austrian KTM, the quiet and squirrelly young Belgian Harry Everts on a Puch, and the Czech wonder-boy Jaroslav Falta on a, what else, CZ.

Falta and Hansen are already out of sight at start of first moto, with Andersson (1), Geboers (20), Halm (13), Everts (21) and Maisch on the outside in close pursuit.

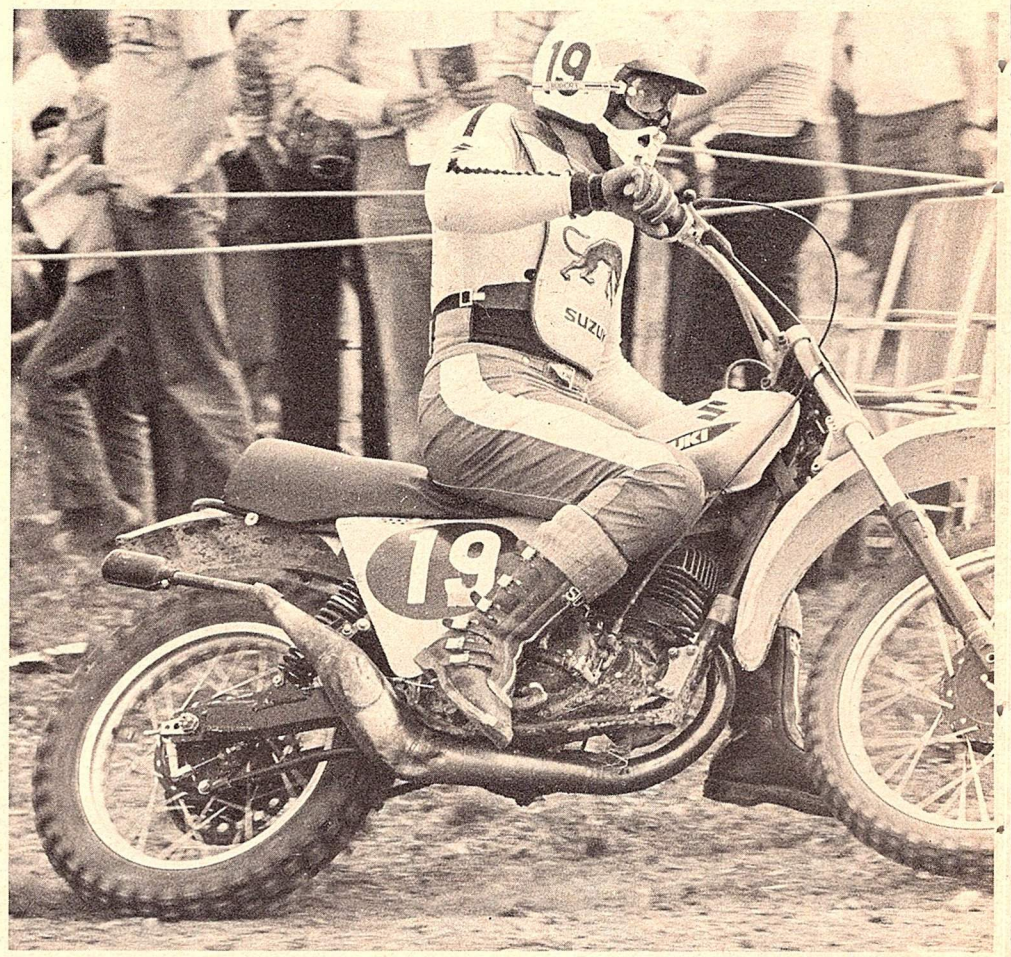
As I cruised around the pits between qualifying practice and before the race, everyone seemed reasonably cool except for Falta. He is in third place coming into this race and knows that if he can win one moto he will be the 250 World Champion. He's wound up tighter than a tornado.

Falta charged out of the gates at the start of the first moto to grab the lead into the first turn. Hansen, Geboers, Andersson, Maisch, Everts and Halm were in close pursuit, sliding and slipping on the hard, grassy slopes of the first part of the circuit. As they came into view for the second lap, Falta still had the lead and Maisch had moved up to third in front of Everts, with Rulev picking up behind Andersson who had slipped to sixth. Pomeroy was holding tenth spot and was fighting to keep it straight on the super-hard track. He wasn't the only one. Moisseev pulled into the pits with a throttle that wasn't working right after a crash with Gaston Rahier. Seconds later, he was back out again but Falta had been busy piling up a 12-second cushion in only two laps. He wants the win in the worst way and is hanging it out to do it. Everts' Puch is very fast and he passes Hansen when the Kawasaki pilot pulls in with a flat tire caused by the hard landings.

On lap eight, Moisseev is ahead of Falta, but he is about to be lapped. The first of many dirty tactics for the day's racing is about to happen. Moisseev follows Falta around and on the back part of the course, on a nice, wide berm turn, he sets Falta up and side-punches him off the course. Things were starting to get very rough.

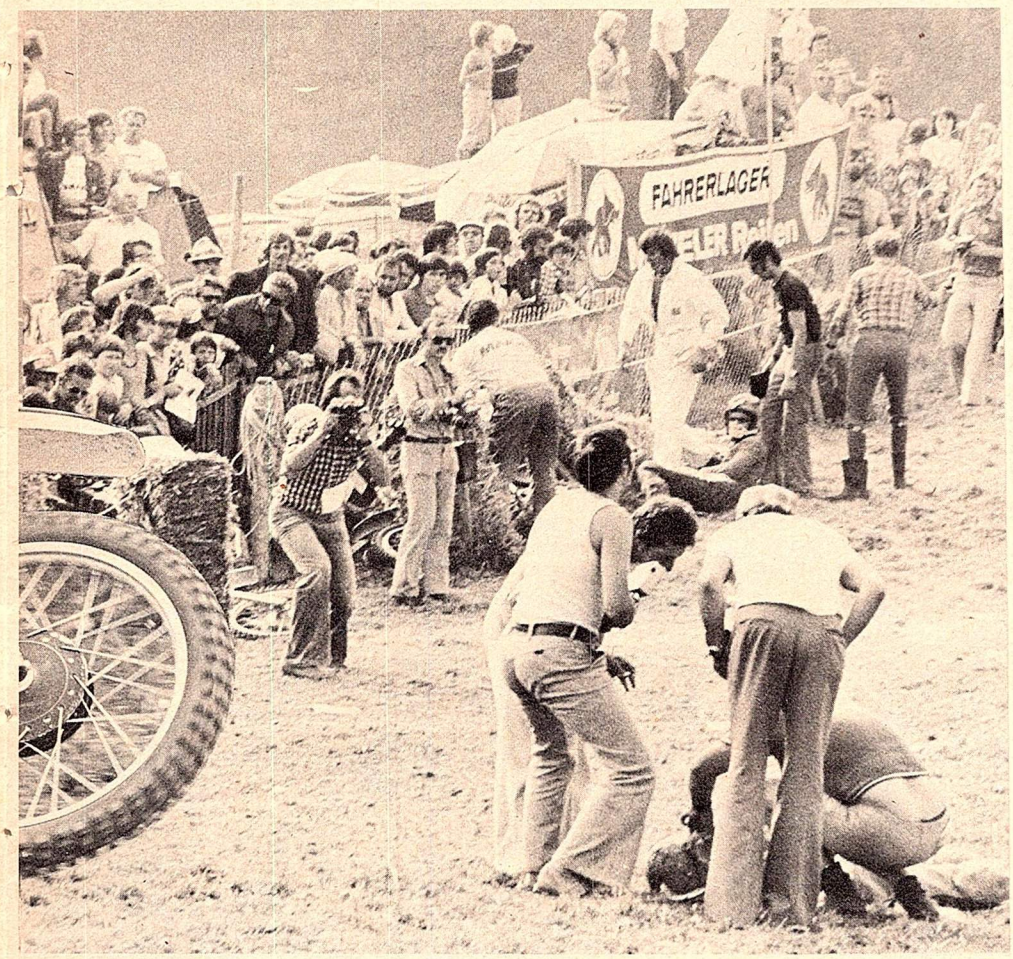
On lap 12 Jim retires when his Bultaco gives a hint that it wants to seize. Two laps later Moisseev packs it in with a collapsed rear suspension.

Everts and Andersson are out in front after Falta's "accident," and Maisch, the tall Maico pilot, is scrambling with Falta for the third



The past "Master" Joel Robert DNFed the first moto on the 17th lap and never started the second.

"Bimbo" had engine troubles in first moto and pulled a seventh in second.



Ten-rider pile-up in the second moto left a lot of bruised and banged-up riders and machines with Danish rider, Svendson, suffering a broken arm and nose.

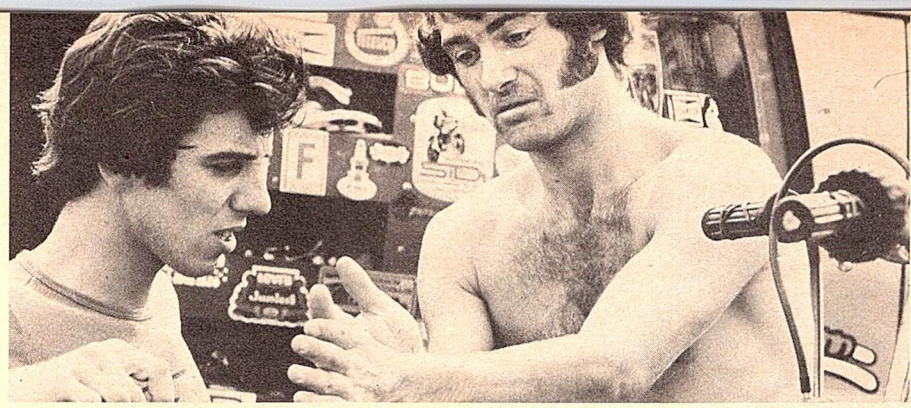
slot. With only two rounds to go, Falta finds something extra and puts his CZ in front of Maisch to hold a five-second cushion on him at the flag. A two-second gap held by Everts was enough to give him the win over Andersson at the finish.

I could write a book about the second moto. Bad luck, dirty riding and puke politics would be a determination of the final moto and the resulting World Championship.

When the gate dropped for the start of the second moto it was Falta once again in the lead with Hansen a close second. They were trailed over the small drop after the start and up the hill by Rahier, Everts, Maisch, Moisseev, Andersson and Pomeroy. The rest of the field didn't fare too well. A couple of riders tangled bars and the guys behind trying to avoid them starting coming off on the slick track. The first riders to crash were bulldozed and run over by the rest. When the mess was sorted only the Danish rider, Svendson, of the the ten-rider pile-up was serious enough to require medical attention. He suffered a broken arm and a smashed nose.

The track was cleared of the riders and bikes as the race continued its pace with the leader, Falta, piling up a commanding lead. He was pulling away from the rest of the pack and seemed to be unbeatable. Rahier and his Suzuki was trying to hold second from a persistent Everts. Hansen, Moisseev, Andersson and Maisch were hanging in there, but Falta was running away.

On lap three Hakan Andersson, the defending World Champion, had another incredible piece of bad luck. In his finest form since his big crash and broken collarbone earlier this year in Czechoslovakia that put him out for most of the season's GPs, he had a rock lodge in his front brake lever on the hub, which locked the



Jeez, Jim, I think your thumb is supposed to point the other way.

whole operation up and flung him over the bars. He now has a hole in his back to add to his other unfortunate injuries.

The fiery little Everts zapped the budget-sized Rahier on lap five to take over a distant second from the long-gone Falta.

At the bottom of the downhill the riders had to slow for a couple of tight esses. On lap seven Rahier stopped at the esses to get a new pair of goggles. Seconds later Maisch came charging down the hill with gas spilling out of his Maico and stopped in the same spot for a new cap. No one lost position.

On lap eight Falta came over the hill before the tight esses followed by Popenko, a 500 CZ rider brought to Wohlen, it seems, to block Falta. He overdid it right in front of the jury stand and smashed Falta into the snow fence entering the S turn. Falta got tangled in the ropes and finally got it going again, but Everts and Rahier had gassed it by him while he was down, so he now lay in third.

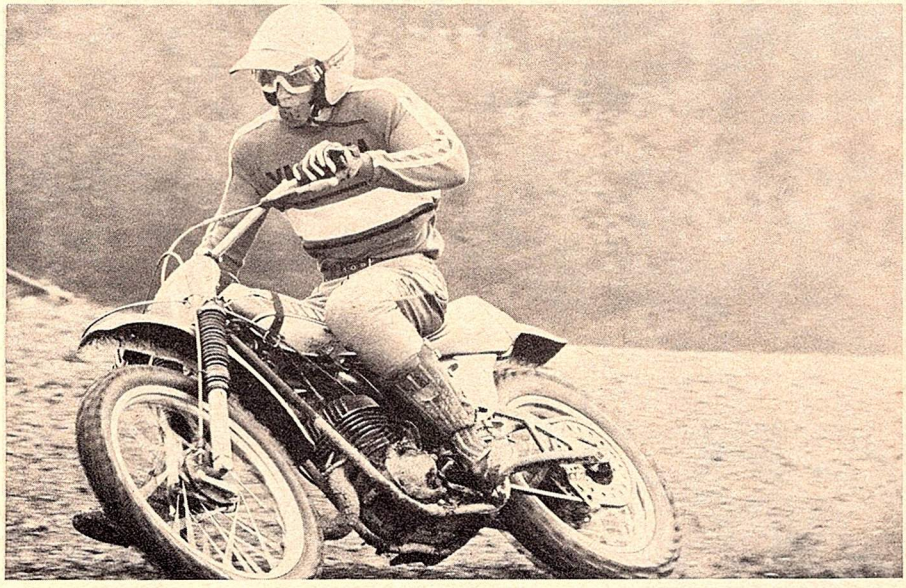
Moisseev dropped out on lap nine with "engine problems," so the mechanic later said.

Maisch passed both Rahier and Falta on lap 11 and later in the same lap Falta pushed by Rahier to hold third position.

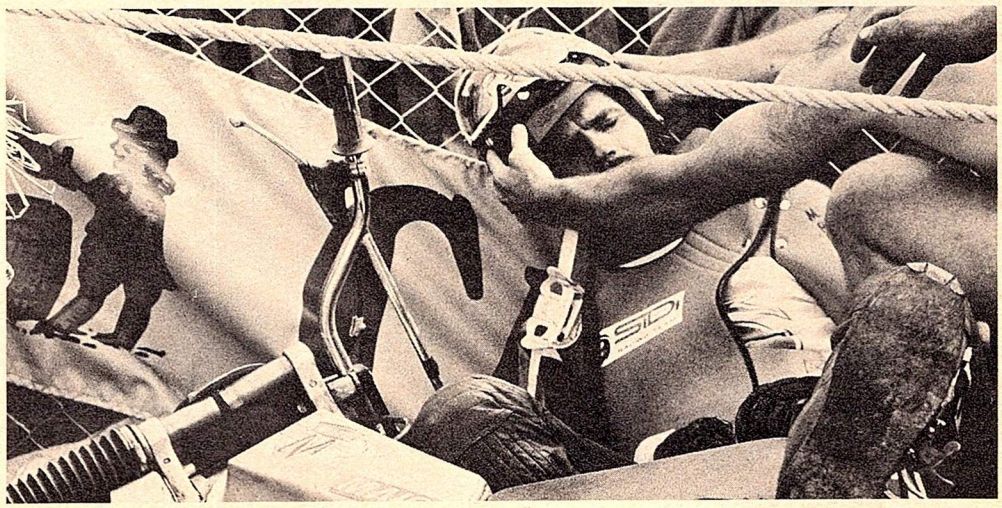
With a torn shirt and his back bloody from the confrontation with Popenko, Falta starts to renew his drive for the lead. He keeps pushing harder and harder, striving to gain ground at each turn and corner on the track. He's really gassing it on the straightaways. He's riding like a man possessed. His throttle is like it is locked at full-on. The crowd of 35,000 spectators are screaming and waving him on. Falta is really hungry now, and driven by the frenzy of the crowd and fury inside him, he zaps Maisch on the 16th lap. One lap later he blitzes by Everts to take the lead.

For five laps Falta and his CZ pull out all the stops, using every last bit of guts and strength to

Falta pulled out all the stops in the second moto for a runaway win to earn his short-lived World Championship.



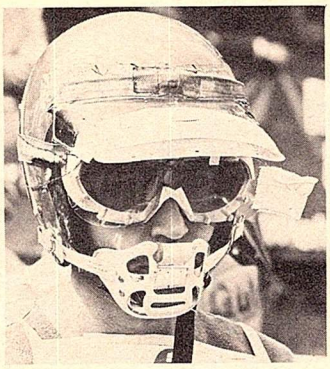
Hakan Andersson's reign as World Champion will end after this race. It's been a frustrating year for the swift Swede.



Alborghetti, after getting stuffed into the fence in the ten-rider pile-up.

keep Everts from repassing. In the final lap Everts' seat comes off and Falta bombs past the checkered flag with five seconds to spare. Maisch, Hansen and Rahier are close behind.

The CZ camp and the crowd go wild as Falta comes in. Everyone thinks he is the new World Champion and the sound of champagne corks a-poppin' in



Moisseev failed to finish either moto but still won the World Championship with a little help from his "friends."

their pits gets everyone bubbling with the festive, happy mood. I wish I could end it right here. . . .

The sad news was soon to arrive. The Russians say that Falta jumped the starting gate in the second moto, and they run to the organizers protesting his win in the final moto of the race and the year. I wasn't there to see it myself, but there were enough people to confirm it. The international jury calls a meeting and according to the rules of this particular race, anyone who jumps the gate must be penalized one minute.

How did Weil get away with it in Beurn at the 500 GP? One bad thing about Europe is that each Federation has a separate set of rules, approved by the FIM, but not uniform in each country. The one-minute penalty drops Falta to eighth place and the title of World Champion is taken away. Moisseev is the new World Champion and Everts is moved up to first for the second moto. Everts would have won the overall either way by virtue of his first-moto win.

Everyone is hacked off. It's about eight o'clock in the evening and all of the spectators have gone home thinking that their man Falta is the new World Champion. Most of the riders are so ticked that they start circulating the idea of signing a petition stating that Falta did not jump the gate at the start. But the idea soon dissolves, and along with it the atmosphere of a fantastic come-from-behind Championship win by the likable Czech rider.

To everyone at the race. . .Jaroslav Falta is the 250 World Champion. Moisseev may have it in the record books, but the crowd, the riders and everyone except the Russians will remember Falta's victory and the crown that really belongs to him. *

RESULTS

SWISS 250 — WOHLEN, SWITZERLAND

First Moto

1. Harry Everts, Belgium ..... Puch
2. Hakan Andersson, Sweden ..... Yamaha
3. Jaroslav Falta, Czechoslovakia ..... CZ
4. Hans Maisch, West Germany ..... Maico
5. Gaston Rahier, Belgium ..... Suzuki
6. Pavel Rulev, Russia ..... KTM
7. Miroslav Halm, Russia ..... CZ
8. Sylvain Geboers, Belgium ..... Suzuki
9. Kalevi Vehkonen, Finland ..... Husqvarna
10. Zdenek Velky, Russia ..... CZ

Second Moto

1. Harry Everts, Belgium ..... Puch
2. Hans Maisch, West Germany ..... Maico
3. Torlief Hansen, Sweden ..... Yamaha
4. Gaston Rahier, Belgium ..... Suzuki
5. Zdenek Velky, Russia ..... CZ
6. Kalevi Vehkonen, Finland ..... Husqvarna
7. Jim Pomeroy, U.S.A. ..... Bultaco

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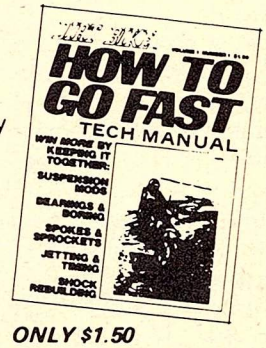

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TEST UPDATE

NOGUCHI STAGE 2

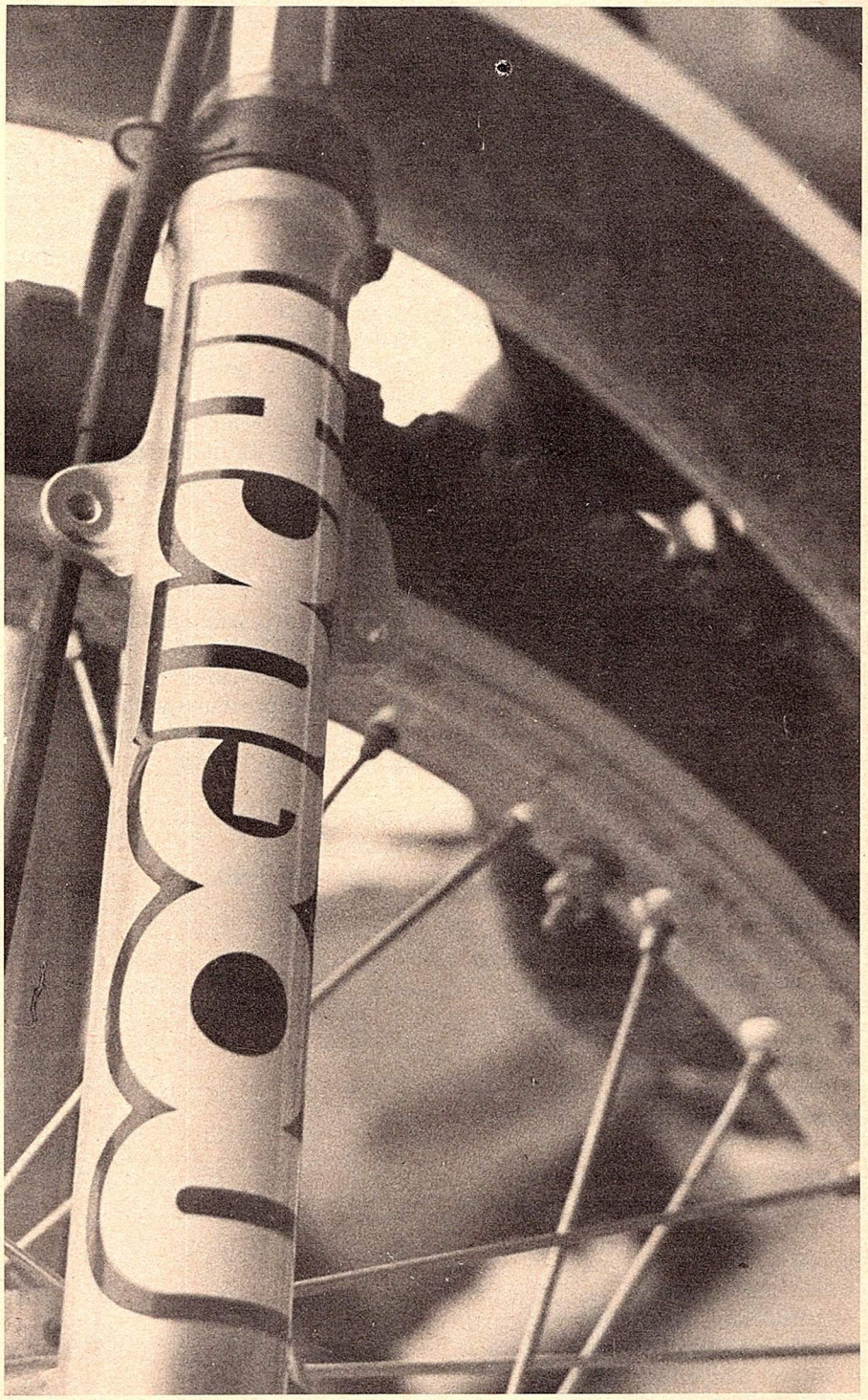
The boss kit for the Yamaha MX125B: does it work? Nein.

By now it is pretty much understood that if you want to be seriously competitive in motocross, something has to be done to your stock, out-of-the-crate bike. There are very, very few machines that are ready for real motocross competition off the showroom floor. Most open class riders concentrate on smoothing the power delivery of their brute machines, while the 250 racer looks for light weight and handling, more or less. But in the 125 class the quest is for horsepower, mountains of horsepower, pursued at the magnitude of the East-West strategic arms race. There are, to be sure, many people making much money pumping the ponies into the punky pea-shooters.

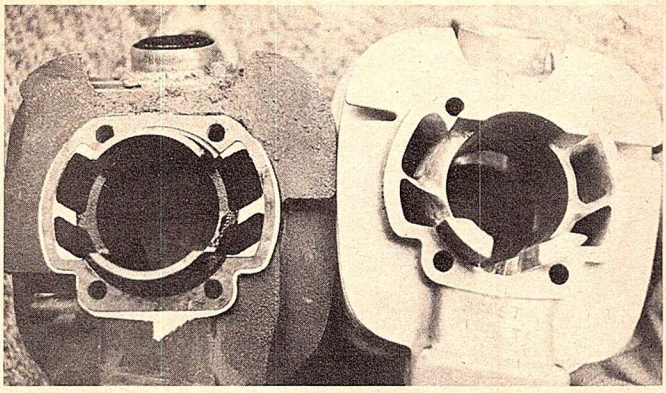
Horsepower comes to your 125 in two forms. Either you bring your machine to the local engine wizard, who grinds your ports and builds you a pipe, or you send away for a kit that includes at least a new cylinder and pipe and at the most a whole new upper end assembly. The engine wizards come in two varieties: those who know what they're doing and those who don't. The kits come in similar categories: those that work and those that don't. For our Yamaha MX125B tested last month, we chose a Noguchi Stage II kit from Noguchi Motors (U.S.A.), 3125 Marjan Drive, Atlanta, Georgia 30340.

Dear MOTOCROSS ACTION:

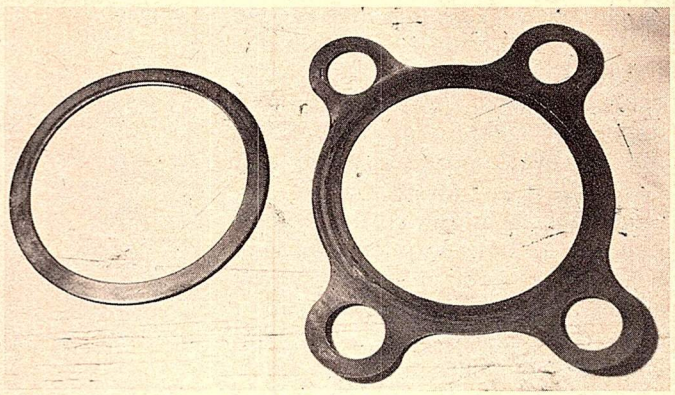
I am the owner of a 1974 Yamaha 100MX which I have changed into a Noguchi. When I received my kit, a Stage II (they refused to sell me a Stage I), I got a cylinder, a head that looks like a stock LT-2 or 3, a piston and ring that don't fit, a reed valve and



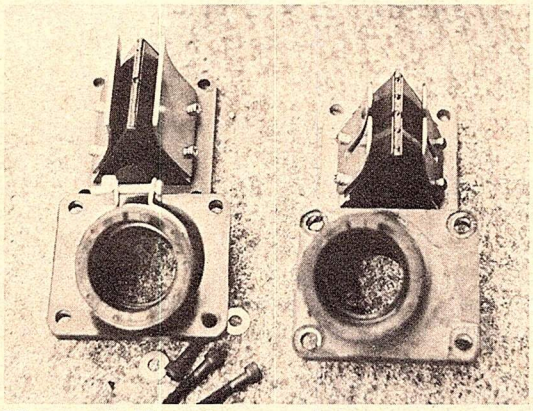
The boss stickies we got with our kit struck terror into the hearts of lowly competition . . . till the gate fell.



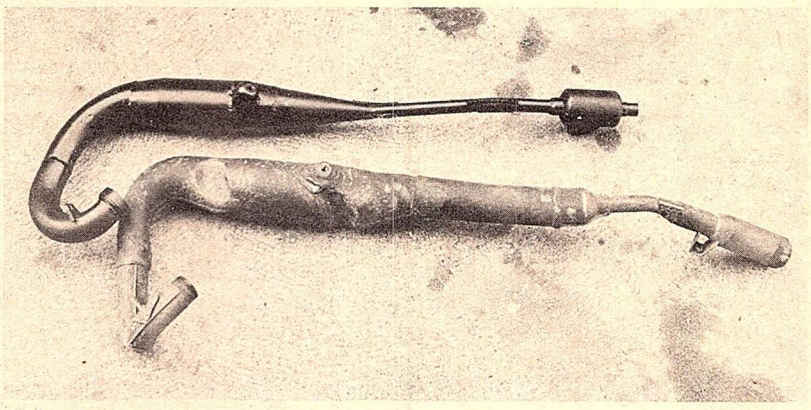
Noguchi cylinder (right) has smoothly ground, slightly larger transfers.



The Noguchi head gasket, left, was thicker and set into a machined recess in the head.



The stock Yamaha pipe, bottom, is burnt and anything is an improvement.



The Noguchi reed assembly, left, was larger and offered a more direct intake route.

carburetor that are the same as stock, gaskets, a back-ordered pipe and a can of Blendzall. No instructions or decals, the cheapskates. Was I ripped?

Steve Kadel
Terre Haute, Indiana

We think so. Our kit, a Stage II (they also discouraged us from getting a Stage I), came with a cylinder, head, a bitchen pipe, a set of gaskets and a larger, more efficient looking reed and manifold assembly. The piston was the same as stock and came with a wristpin and clips but without a new bearing. A special cast iron ring was included. The carburetor that came with the kit was identical to the stock one already on the bike. We also ordered, on the suggestion of the Noguchi guy, a special still air box and rear fender assembly which, after inspection (and since there were no directions telling us otherwise), we concluded would not work. There seemed to be no way of sealing the bottom of the air cleaner (a K&N element for a YZ250 was recommended but not included) to the air box. We did get a set of boss stickies and the can of Blendzall, but no instructions whatsoever.

The no-instruction trick was really burnt. You find out the hard way that (1) a portion of the bottom cooling fin on the left side of the cylinder has to be ground away to clear the clutch cable butt mounted on the cases, and (2) the over-the-top kit pipe (looks a lot like the factory YZ125 pipe) won't clear the kit head unless a substantial amount of finning is cut from the right side of the head. Since, as you suspected, both heads measure out the same, we used the stock head which already had the fins cut.

Once all these niggling problems are ground out, the kit is installed quite easily, using regular tools and a free evening. The oil injection system must be removed, a simple process of taking off everything that has to do with the oil injection and covering the holes with a dollar kit from your Yamaha dealer. The throttle feel after removing the pump is a million times better than when you were dragging a spring loaded oil pump with the carb slide. The stock throttle cable will not clear the area between the pipe and the kit carb unless the cap and angled cable guide from the stock carb are used. Or you can use the whole stock carb, since they're both the same. The cable still snakes around at a bizarre angle and conjures up visions of stuck WFO down Banzai Hill. Whatever, it sure sounds bitchen when you start it up.

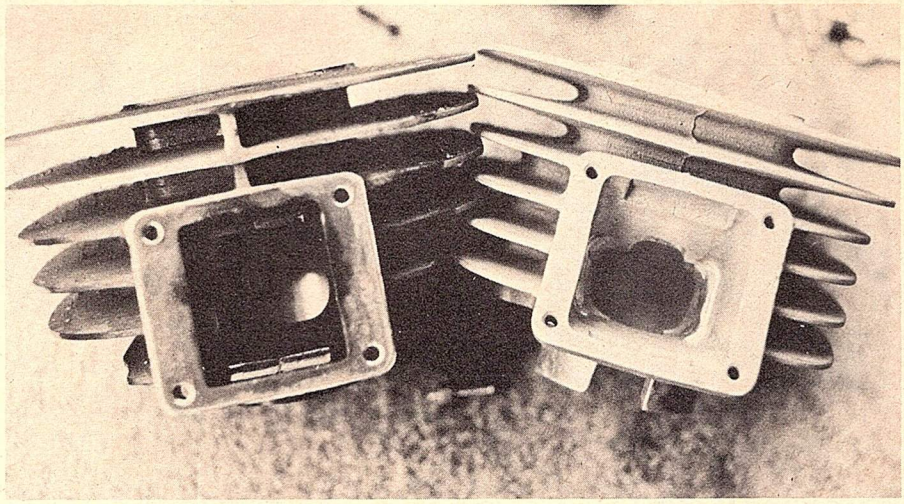
Dear MOTOCROSS ACTION:

I put a Noguchi kit on my '74 Yamaha 125MX. Ever since, it has zip reliability. Zero. Zip, slant, squat. I have not gone riding once in the past six months without breaking something. Two rides and it needs a ring, two more rides and a new piston. Now my $100 cylinder is ruined. I've been screwed.

Brad Haak
Alexandria, Virginia

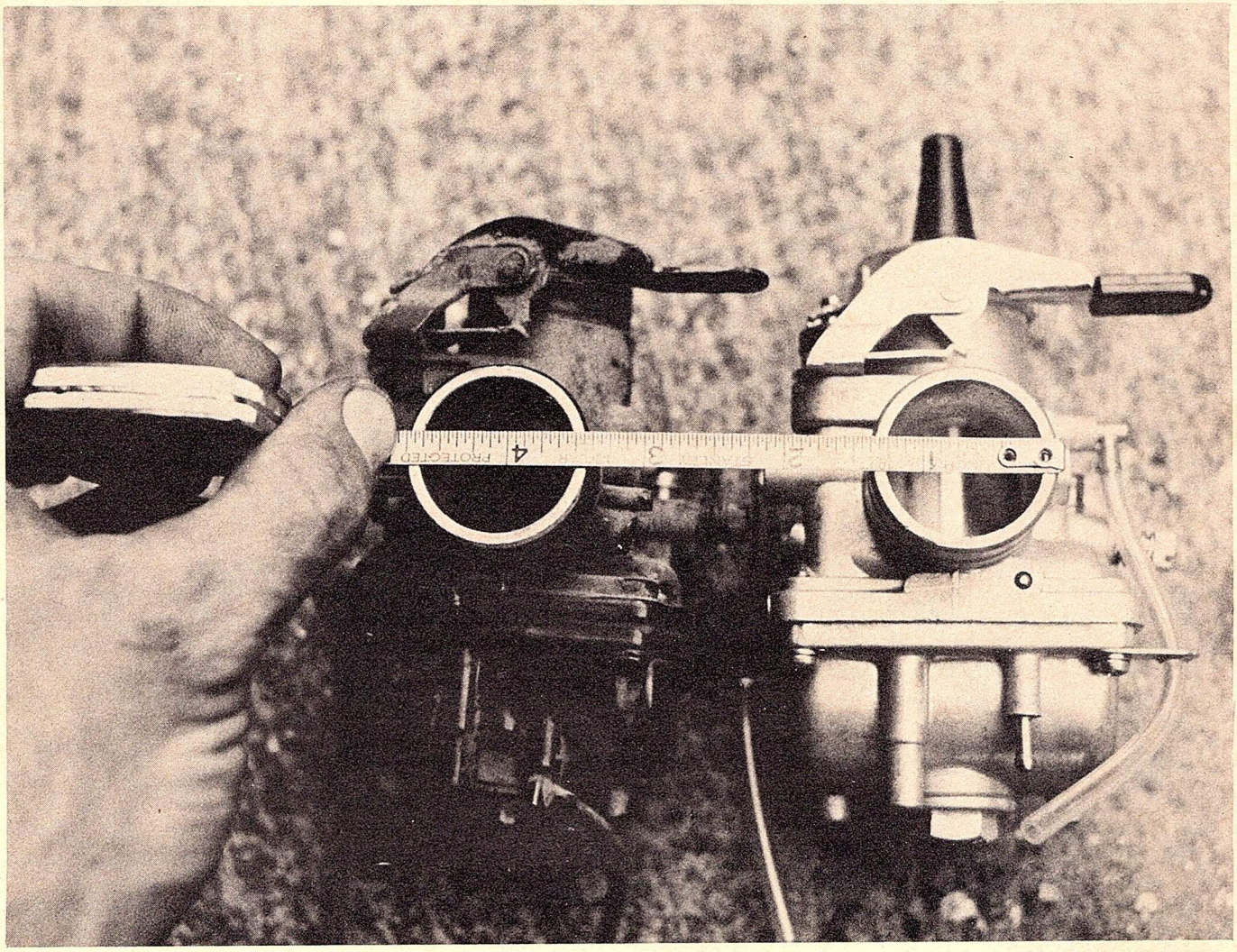
Perhaps. We got a few letters similar to yours complaining of burnt reliability with the

Noguchized Yamaha. When we showed up at Saddleback with our Noguchi, reaction from our friends was consistent and expected: "Betcha it'll seize." It seemed everybody we knew had four stories about exploding Noguchis. As it turned out, a long practice session, a quick trail ride with Pierre Karsmakers (wow), and two 40-minute motos on a hot day failed to stop the Noguchi. It never missed a beat. The surprise came the following day after we took off the Noguchi kit and put the stock components back on. With two laps to go in the first moto, it ate a piston.

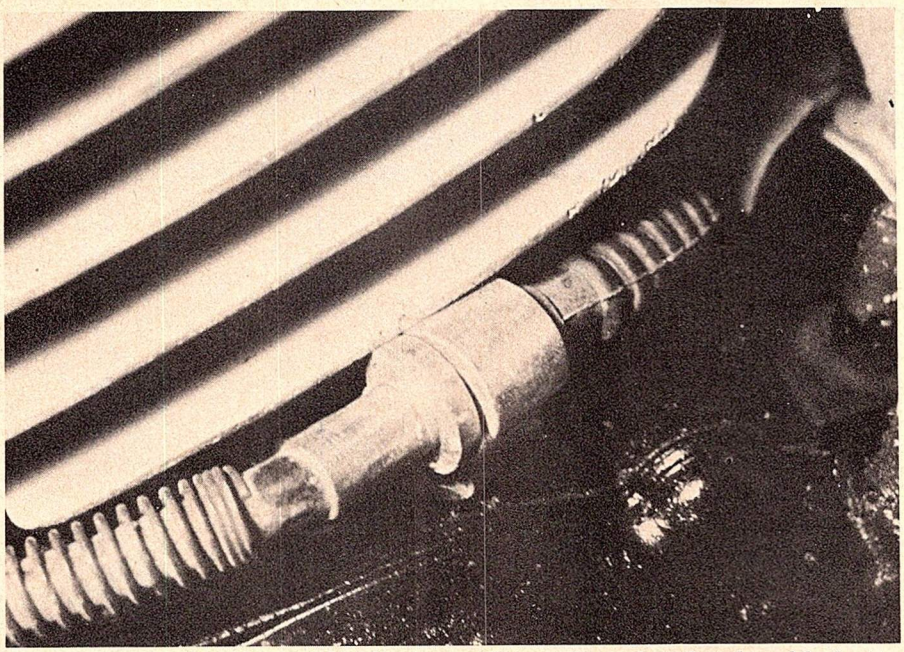


The Noguchi cylinder, right, offers a much larger intake track, but they give you the same size carb. Bush.

The secret to keeping the Noguchi alive is meticulous cleanliness during assembly and precise air filtration on the track. Despite what you might hear, the Noguchi barrel does not have a chrome bore, but rather a sprayed iron bore much like the Vesco road racing Yamahas of yore. Like a chrome bore, the sprayed iron bore (a thin coat of atomized iron particles is actually sprayed on the precision-machined alloy cylinder wall) runs cooler, distorts less and is less prone to seizure than a standard iron bore. However, the slightest bit of dirt entering the cylinder will destroy everything. Road racing engines stay pretty clean, but motocross engines, especially with Yamaha air cleaners, tend to get dirtier than a kitty in a coal bin. We spent considerable time and effort cleaning, greasing and sealing our stock air cleaner and it paid off.



Kit carburetor, right, is identical to the stock unit.



Lower fin on the Noguchi cylinder will not clear the clutch cable butt and must be cut away.

The can of Blendzall included in the kit, mixed 32:1, did its job, too.

Dear MOTOCROSS ACTION:

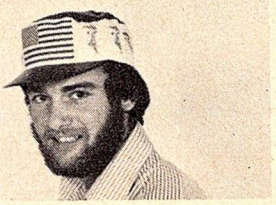
I just got a Noguchi Stage II kit for my 125 Yamaha MX and boy, did I get burned. I put it together and ran it up and down the street to break it in and check the tuning. Everything seemed all right and the bike felt really fast, faster than stock. But when I took it to the track, it turned into a real pig. I was dead last off the start (and I usually get good starts), and everything on the track, including the last lap sweeper, blew me off. The stock motor was a lot faster. Now what should I do?

Peter Fritch
Portland, Oregon

Put all your stock stuff back on, send the kit back to Noguchi and try to get your money back. We switched our Yamaha back to stock right after the first race for the same reasons. The horsepower produced by our 125 Stage II Noguchi was a high energy zap way at the top of the powerband just before the revs signed off, where it is of little use to the motocrosser. That's why you get a good charge blasting up and down the street but you do zit on the track. There is a lot of power happening, enough to raise your eyebrows if you hold it on forever, but it happens so late and lasts for such a short period of time, you never get a chance to feel it. The range you're in most of the time puts out power like a slow trailbike and not nearly as much as the stock MX. With reasonable gearing, no matter how long you hold it on, there's no way you can shift up into the next gear and still stay in the powerband. Gearing down to sustain peak power through the shifts will give you a bike that needs the whole gearbox to get through any turn or up any hill. In other words, this setup is for a 12-speed road racer.

It is our belief that Noguchi made their error in excessively radicalizing the port timing, going for a high power peak that looks good on the dyno chart, rather than a broad power range that works better on the motocross course. The MX Yamaha comes stock with excellent port timing and would benefit from an increase in power throughout its range, something that could be accomplished with mild porting and a properly designed pipe. The Noguchi kit gives you a pretty boss pipe, but the rest of the goodie box contains stuff you don't need, that doesn't work, or you've already got.

We've been quoted prices from the distributor at $283.95 and from our local dealer at $299.95 as of this writing. You tell us if it's worth it. *



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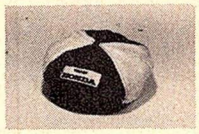

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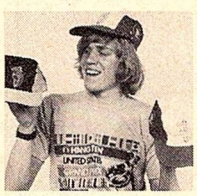

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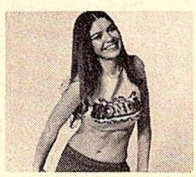

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COPETOWN/UNADILLA

Continued from page 27

off the track, and ten seconds later Weil motored by, in the lead once more. Wolsink finished second, giving him second overall on the day, while DeCoster's charge to third gave him the victory.

SUPPORT

The first Trans-AMA 250 Support was mostly Texas flash Kent Howerton. Exiting the first turn in fifth, Kent leaned on his Husky's throttle hard enough to be in first by the end of the lap, a lead he never let go of. Pennsylvania newcomer John Savitski pushed his Bul to the second spot, vindication of the ride he'd made and the luck he didn't have at Copetown a week earlier.

In the second moto Honda's 125 ace Marty Smith got through the first turn just in time to avoid a monster crash which took down half the field, and was never headed. Howerton pushed into second, and took the overall.

Continued

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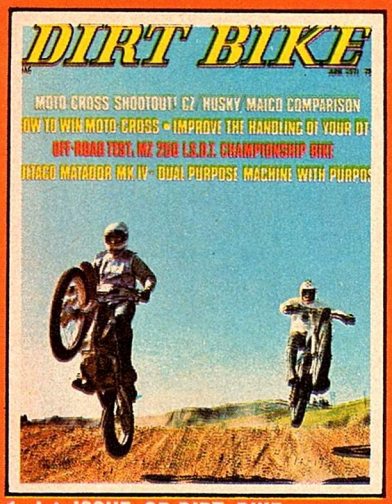
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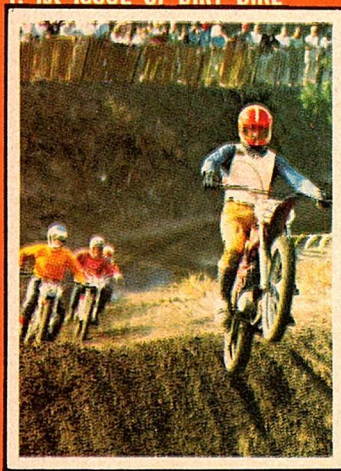
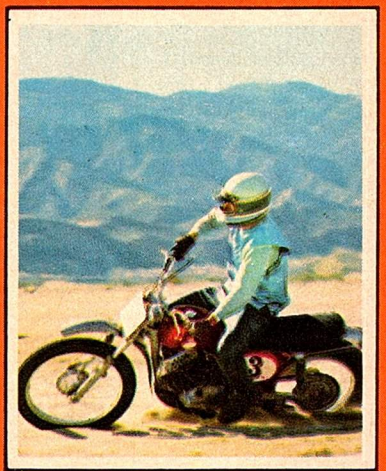


2. ACTION AT THE INTER-AM



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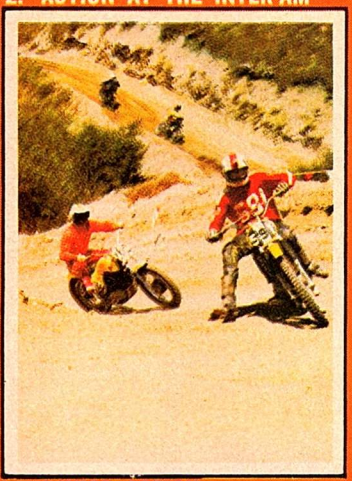

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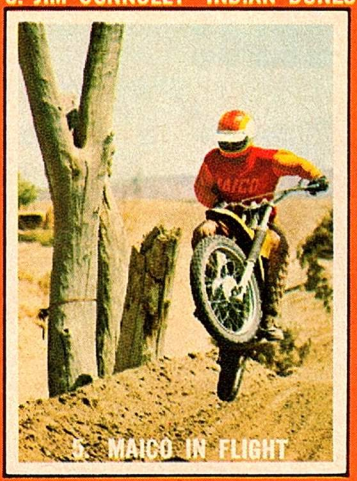
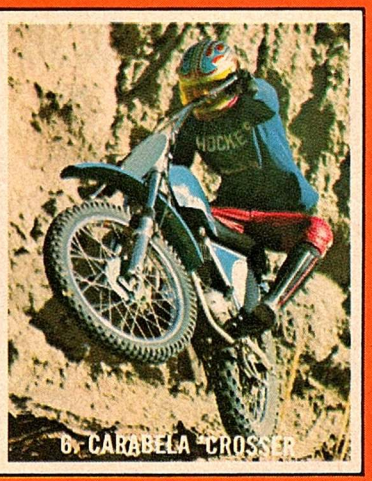
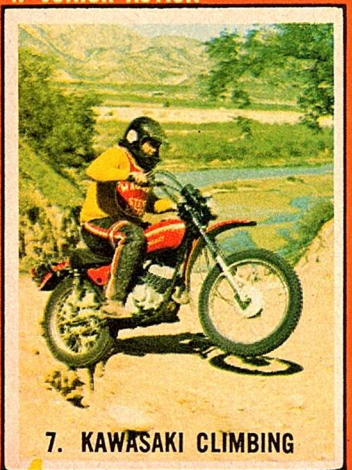


5. MAICO IN FLIGHT



6. CABABELA CROSSER



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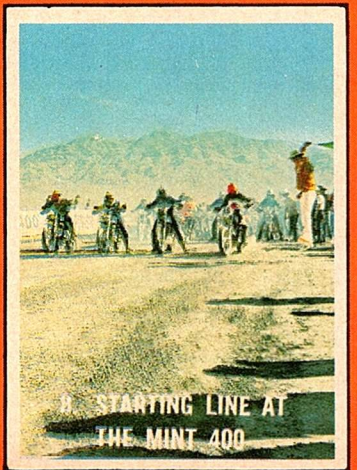

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COPETOWN/UNADILLA *Cont'd.*

Kent's performance, along with the rides of his teammates Bob Grossi, Gary Semics and Terry Clark, made the Husky Support effort look like the strongest for the series. *

UNADILLA RESULTS

International Class – 500cc

1. Roger DeCoster (1-3) ..... SUZ
2. Gerrit Wolsink (3-2) ..... SUZ
3. Hakan Andersson (5-4) ..... YAM
4. Jim Pomeroy (2-8) ..... BUL
5. Brad Lackey (6-6) ..... HUS
6. Adolf Weil (13-1) ..... MAI
7. Pierre Karsmakers (4-11) ..... YAM
8. Ake Jonsson (7-9) ..... YAM
9. Tony DiStefano (11-7) ..... CZ
10. Rich Eierstedt (12-10) ..... HON
11. Mike Runyard (10-12) ..... SUZ
12. Rich Thorwaldson (16-13) ..... SUZ
13. Vic Allen (8-21) ..... BUL
14. Gary Chaplin (15-16) ..... MAI
15. Tim Hart (18-15) ..... YAM
16. Rex Staten (17-18) ..... HON
17. Harry Everts (9-26) ..... PUC
18. Steve Stackable (14-24) ..... MAI
19. Bob Harris (20-19) ..... ROK
20. Sonny DeFeo (25-17) ..... MAI

250cc Support Class

1. Kent Howerton (1-2) ..... HUS
2. John Savitski (2-5) ..... BUL
3. Gary Semics (5-4) ..... HUS
4. Marty Smith (9-1) ..... HON
5. Ron Pomeroy (7-3) ..... BUL
6. Frank Stacy (4-6) ..... CZ
7. Terry Clark (6-8) ..... HUS
8. Bob Grossi (11-7) ..... HUS
9. Bob Plumb (8-12) ..... MAI
10. Rick Burgett (10-11) ..... CZ

COPETOWN RESULTS

International Class – 500cc

1. Roger DeCoster (3-1) ..... SUZ
2. Gerrit Wolsink (4-2) ..... SUZ
3. Pierre Karsmakers (2-5) ..... YAM
4. Brad Lackey (5-4) ..... HUS
5. Tony DiStefano (7-6) ..... CZ
6. Hakan Andersson (1-13) ..... YAM
7. Mike Hartwig (13-3) ..... HUS
8. Ivan Miller (9-7) ..... PEN
9. Gary Jones (8-8) ..... C-A
10. Rich Thorwaldson (6-10) ..... SUZ
11. Jan Eric Sallqvist (11-9) ..... KAW
12. Sal DeFeo (12-11) ..... MAI
13. Bob Harris (14-14) ..... ROK
14. John Franklin (17-12) ..... MAI
15. Mark Blackwell (15-15) ..... MAI
16. Mike Runyard (10-22) ..... SUZ
17. Ed Kopp (19-17) ..... MAI
18. Geary Priehs (18-19) ..... HUS
19. Greg Davis (20-18) ..... HUS
20. Rick Graszl (16-22) ..... MAI
21. Gary Chaplin (21-22) ..... MAI

250cc Support Class

1. Frank Stacy (1-1) ..... CZ
2. Bob Grossi (3-2) ..... HUS
3. John Savitski (2-6) ..... BUL
4. Gary Semics (5-4) ..... HUS
5. Bill McLean (4-5) ..... YAM
6. Kari Nissinen (9-3) ..... YAM
7. Jeff Wecker (10-7) ..... KAW
8. Dan Farley (7-11) ..... HUS
9. Ward Wilson (13-8) ..... C-A
10. Pete McGill (11-12) ..... KAW

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MAGNETIC INSPECTION

Continued from page 20

stress load required of that particular part, it could still be used. There are a lot of plating shops that have the tools for this checking procedure but not the knowledge of how to effectively use it. You get what you pay for!

Once the part has been checked, and it has been determined if it is good or not, it will have to be demagnetized. The hardened metals will retain the magnetism, whereas the softer metals such as frames will lose it after a short while. There is a machine that the part can be run through that will demagnetize it. A gauge is used to check the procedure to determine if any magnetism is left.

The whole process is very simple and effective. A whole motorcycle engine can be checked for about $25. As with anything else, time is the most expensive item you pay for. Jim was telling me about a drag racer who was checking out some special rods at a local dealer. He finally gathered them all up and Jim checked them for him and found eight good rods out of the total 18 that the dealer had in stock. It was a Chevy.

Once you use this procedure to check your parts it does not mean that these parts will never fail. What it means is that the part is free from defects before you use it. After a period of time and use the part will have to be checked again. It is a checking procedure, not a cure-all for breaking parts. There are other things that can be done to a part that will help the part live, and we will get into that in the near future.

If you are a racer and are planning to rebuild your engine, you might give this process some thought. It's a good idea to get together with someone else and have a bunch of parts checked at the same time so that you can save money. Jim said that there is a minimum charge of around ten bucks, and that would cover quite a few parts. Some parts require a couple of operations, so it's best to check it out if you're interested. Jim Meyer and Associates can be reached at 8128 Stewart and Gray Rd., Downey, California 90241, or phone (213) 869-5117. *

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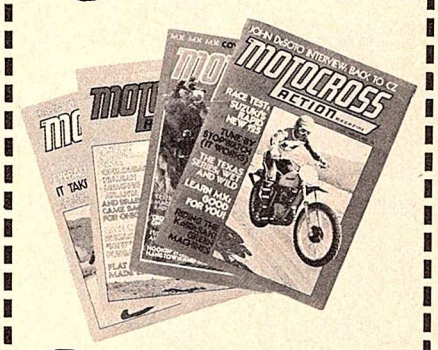

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☐ **Nov. 73** Yamaha YZ
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☐ **April 74** Combat Wombat
☐ **May 74** The Sang Gang Takes Over
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PUCH UPDATE

Continued from page 37

porting of the new Puch, you'll have to shape the stock jetting. The final result of the Mid-Valley Puch's carburetion is right-on. The stock Bing was set up with a 590 spray bar (vaporizer) and a 276 needle jet. The main jet they used on Jeff Wright's bike is a 135.

Gearing of the little scoot is what makes the big difference. Stock, the bike is geared too high for motocross, plus the standard rear sprocket is so heavy that you'd want to change it to an alloy model anyway. The gearing you want is a 66-tooth rear and a 12 or 13 on the front, depending on the course conditions.

Assuming that you do most of the labor yourself, the modifications that Mid-Valley does will run you in the neighborhood of $150. If you're capable of porting the cylinder yourself and doing some welding, it could be less. Andy will sell you the pipe for $65. The other items such as the Boge shocks, sprockets, handlebars, etc., will depend on the going rate in your area. You can run the price up much higher if you just have a shop do it for you. The item that you should use a little discretion on is the porting. You really don't want to ruin the cylinder, because if you have to replace it it'll cost you an arm and a leg.

Andy is stoked on the new Puchs and has his son Tony racing one of his shop bikes. Joining Tony are Jeff Wright and Gene Canady, two very talented and capable riders. Jeff was the rider to beat a little over a year and a half ago until he seriously injured his leg. He is now starting to show his old form and has been picking up some local wins on the Mid-Valley Puch. The way we look at it, it is nice to see one of the other brands win a few of the races just to keep everything interesting. It's never good for the sport for one brand to dominate a class completely. If Puch can do it, more power to them.

Andy said he'd help if you have questions or need info. If you want to take him up on it, you can reach him at Mid-Valley Cycles, 7547 Louise Ave., Van Nuys, California 91406; (213) 342-6606. *

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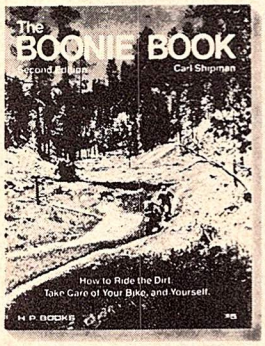

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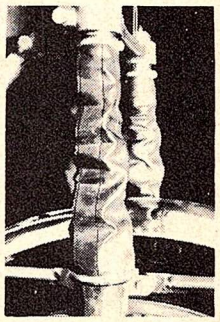

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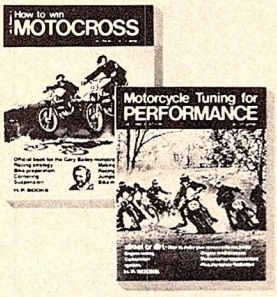

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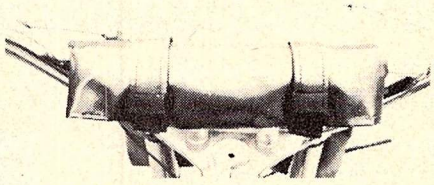

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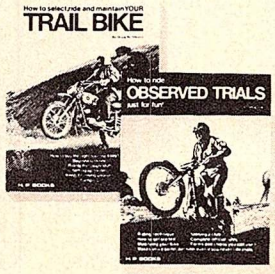

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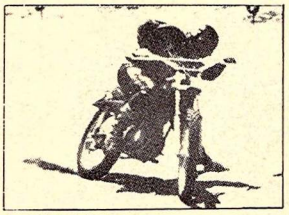
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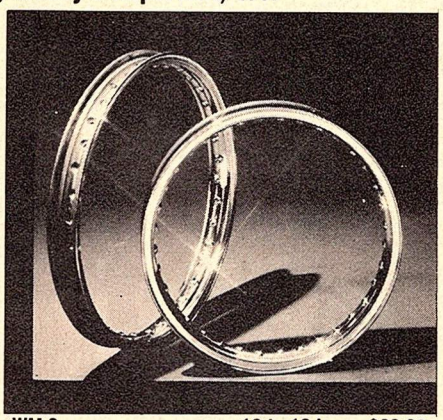

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KAW TEST

Continued from page 50

would settle down. The swingarm is a major source of the problem, and it's easy to detect by pulling on the top of the wheel while the bike is stationary and then checking the movement in the arms. We never had the chance to sort it out, but we're sure that there will be a kit or replacement arms on the market as soon as more KX125s become available.

Once we got the suspension shaped, the bike was a blast to ride. You could lay it over in the turns with the handlebars dragging the ground and lift the front wheel while accelerating out of the corner. Backing it into the long sweepers it was easy to hang it out all the way around, never getting out of shape. You'd giggle to yourself, it'd be so much fun. It handled the turns like a 250 in comparison to the regular 125. The power was strong and controlled and it let you set up drifts without the fear of losing it. On a pipey or narrower powerband engine you've really got to keep it humming to do this and not get spit off. The KX125 made it easy and fun. It also makes you look good to the fence racers.

The gearing of the bike seems to be applicable to any track, and this is probably a result of that wide powerband. We left it stock during our testing and almost decided to change it to race it in the Hopetown GP. We didn't, and it wouldn't have mattered anyway, because that's when the throttle broke two-thirds of a lap into the race with Preston Petty at the controls. He was muttering something about his Hex grips being too tough for Kawasaki's throttle. We think he's right.

Carburetion during our testing was spot-on, and when it was checked with the specs we found it to be stock. We got good color readings from the plug and never had to change it. In fact, we never experienced any engine problems, be it transmission, ignition or anything.

One item we did break, besides the throttle, was the rear fender. Vibration cracked it at the rear mount, and finally it got so bad that it was trashed for a Petty Mudder. The front fender is still

intact. Although we never lost them, the side covers/combination number plates are held loosely by a rubber band that hooks to the frame. There is a gap at the front of these panels that should be duct taped for heavy wet conditions. Another good idea is to seal the fuel line with Silicone Seal or Silastic where it enters the air chamber to the carb. After some wet running we checked the carb for water and found none, but there was evidence of some entering around the fuel line and the gasket area of the throttle cable into the air chamber.

Maintenance on the little Kaw is made easy. They even have a provision for checking the fork oil level, using a dipstick through a bolt hole in the fork stanchion cap nuts. There is access to the idle adjustment of the carb by unsnapping a plug in front of the side case. The brakes have wear indicators. Oil level is checked by dipstick, etc. They have thought of everything as far as maintenance goes, and the owner/shop manual is excellent. Kawasaki has one of the best, if not the best, manuals on the market, no matter which of their models you buy. You can do a complete teardown on the engine with it, including setting all tolerances. It's really boss, and with it comes a whole bag of cheap tools and a spare plug. One thing they should give you is a bunch of springs for the expansion chamber. They fall off faster than you can replace them. The pipe is pretty loose even with the springs. Without them it's ridiculous. We never lost all the springs or the pipe, but we got a lot of blow-by

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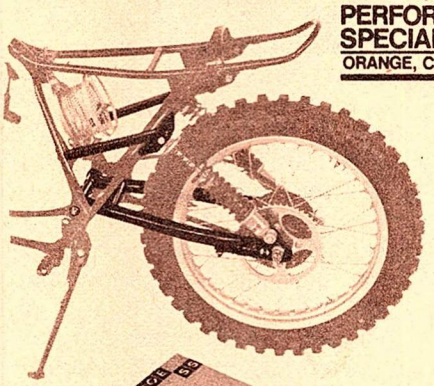

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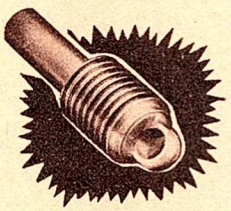

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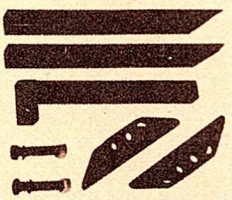

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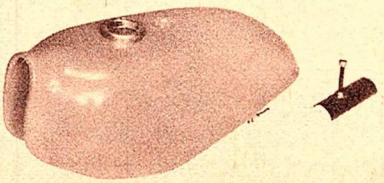

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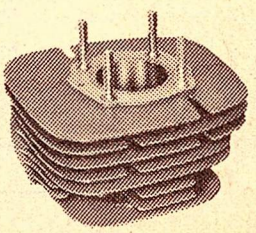

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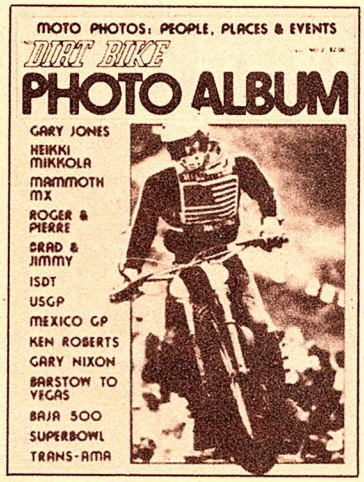

The photographs are drawn from the National MX circuit and the European Grand Prix (Gary Jones, Heikki Mikkola, Jimmy Weinert Roger DeCoster and Brad Lackey are some of the names featured); from Southern California desert races and the international Baja 500; from the enduros and ISDT; from local competitions held as far away as Mexico & New York; and from the Grand National Skiddin' Trail (with stars like Gary Nixon and Kenny Roberts).

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KAW TEST *Continued*

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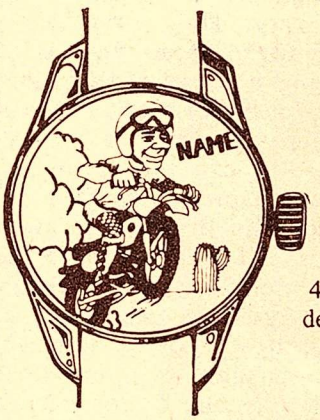

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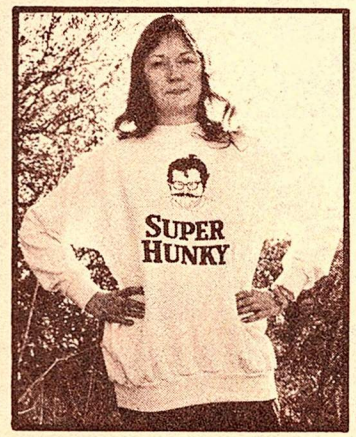

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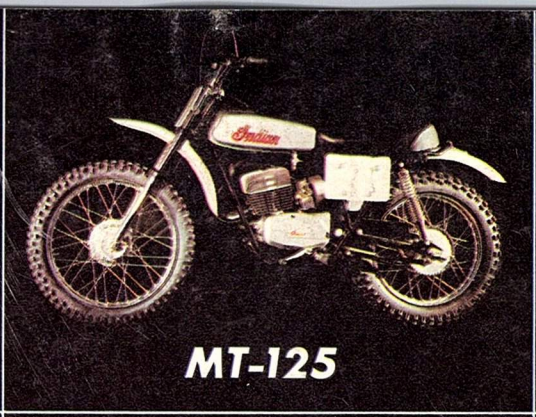

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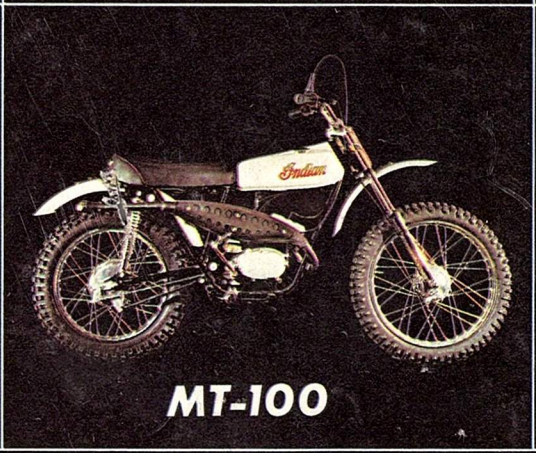

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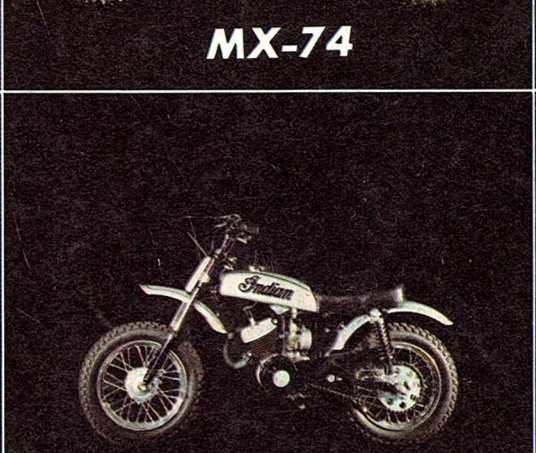

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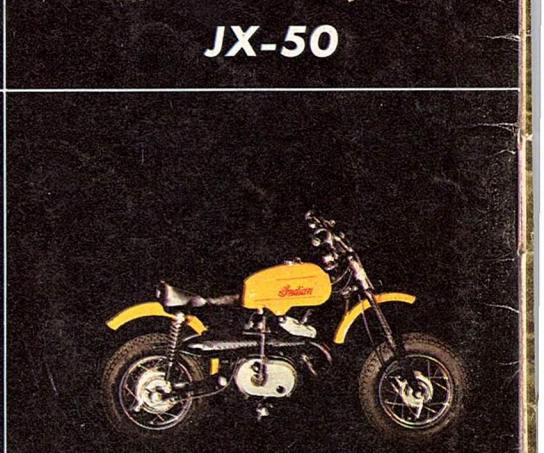

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